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SEAFARING

THE ORGAN OF THE SEAFARING CLASS,
INCLUDING THE FISHERMEN OF GREAT BRITAIN AND IRELAND.
A Weekly Newspaper for Seafaring Folk and their Friends.

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ONE PENNY.

AS OTHERS SEE US.

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Hastings News.—"A welcome guest."

CARDIFF ENTHUSIASTIC.

The usual weekly meeting of the Cardiff Branch of the Sailors' and Firemen's Union was held on Jan. 26, Mr. Capon, president, in the chair. The hall was crowded, there being present over 300 members. The proceedings of the committee were ratified, the most important part of such proceedings being a resolution to the effect "That representatives of the Dockers', Riggers', and General Labourers' Unions should meet those of our Union, Jan. 27, to form a joint district committee, to discuss and determine upon the best joint means of effectually putting a stop to the attempts of the Shipping Federation to deprive Unionists of their living and to engage non-Unionist labour in their stead." It was further resolved to adopt the recommendation of the committee to defray part of the Tipplers' expenses to the said meeting. A discussion took place as to the payment of the annual subscription to the Infirmary at Cardiff, when an able argument in favour was put forward by Mr. Harrison, of Penarth, who stated that it did not in any way clash with the sick and burial fund. He was supported in his views by Mr. Dewey, and a resolution was ultimately carried unanimously that the usual donation of £5 be sent the Infirmary. The financial account for the week was read, and was pronounced most satisfactory, notwithstanding the unusually large sums paid as protection and sick pay. At this point

MR. GARDNER,

district secretary, entered, and in the course of an able speech said the meeting reminded him of the recent struggle between the railway men and their employers. There had never been so many in that room since. He was sure they were one and all burning to know what had been done to check the attacks of the Shipping Federation, assisted by crimps, boarding-masters, frauds, slanderers, and calumnies on the ranks of the Union. At the last meeting a resolution was adopted, and that with an unanimity he had never seen manifested in those meetings before, pledging every member to stand firm to the Union, and use all means to secure the assistance from the Dockers, and all other labour connected with shipping, to block every and any ship that carried a Federation crew. He expected every moment to receive a wire from London in connection with this subject, to inform him of the result of the meeting held there that day. A conference also would be held on Tuesday of all labour in the Bristol Channel. He had good hopes of the result of both meetings, but he should not be justified in divulging any secrets beforehand, and he would therefore ask that the meeting be adjourned till Wednesday night. He could tell them this, however, that he had very little doubt but that steps would immediately be taken that would effectually block the attacks of this Federation. Should the dockers be unwilling to take action, he was glad to state that the

RAILWAY MEN

were prepared to a man to stand by them through thick and thin, so that if carriers by land and carriers by sea should federate, there was not much doubt of success. If nothing were brought the ships to load, their owners would have no alternative, and that in a precious short time, but to give way. The questions that next day's meeting would have to settle, were first: What is best to be done in the interest of all concerned to stop the shipping of non-Union men? His impression and conviction was that they should single out an individual firm, and into whatever port a ship of that firm should enter, all should refuse to work her. The tipplers should refuse to put an ounce of coal in her, and those engaged in

loading iron should take care that not a ton of iron should find its way into her. These last, indeed, were pledged to him to that effect on that day. He believed that to be the speediest method to adopt to secure to our members a share of the work that was going on. Secondly, whether the Federation would deem it wise to lock out the others, provided one firm belonging to them was thus blocked on all sides. He (Mr. Gardner) had another meeting to attend that night, and there would be present in that meeting four of what he called the bogus shipowners, and he was going to tell them to their faces what he thought of them. He was perfectly sure that the Federation were not going to lock out all their ships for the sake of a few firms. The Federation have had this very question before them, and the answer they had given it has been that they considered it unwise to do this, as by so doing they would lose

PUBLIC SYMPATHY.

They had no need to fear that, for they could not possibly lose what they had never gained. He knew it was distressing and galling to the members to see labour taken in before their very eyes, and he felt it very deeply—more deeply than he could tell. But some members seemed to forget that the Union had actually romped into existence and had carried everything before it in such a way as had been accomplished by no other labour organisation in the world. But he had long ago foretold this, that it was not always to be smooth sailing, that there would come a time of rough seas and rougher winds. And now that time was upon them, but they could gather comfort from the fact that no organisation ever freed itself from the trammels that hampered it without a painful and long struggle. At present trade was bad, and there were enough men and to spare. The Federation had seized upon this chance, but even now they could not man the ships they were manning without the help of renegades. There was one thing he could not understand. Did he see before him men whose

DEEDS OF VALOUR

had made England the proud mistress of the sea—men who to-morrow would suffer death in defence of their rights and country, men who, if the flag under which they sailed were to be insulted, would die, and be glad to do so, if the insult were only wiped out, men who knew not fear, yet at the very first blast of the horn of opposition to the Union that has done so much for them, their bravery had left them, and they imagined in their weakness that if they do not pander again to those who held them slaves so long, they will be doomed? No, if they were but half as true, half as brave ashore as on the sea, victory, sure victory, would be theirs. Hunger was a pang truly, but if any member was suffering from hunger, he was not so suffering because he was a member of the Union. Their loss of to-day's would be a gain to them in the future. Were they going to submit quietly to the old chains? Were they to be dragged 20 years back without a show of resistance? No, they were going to make that show that very week, and he was very sorry that it could not be brought on before. If other labour came not with them, they, with the railway servants, would face the issue. The Union and its officials had rendered to the railway servants valuable aid in their struggle. What the Union did then was only lent for a time. It was now to be paid back. That was the case with all labour. They all depended one upon the other, but if they could not secure the assistance of others, they would have to go alone and fight the battle to the bitter end, and even defeat would only be another name for victory. They were determined they were not going to be treated with contempt and indifference any longer. They would prove themselves men capable of standing

up for their rights, and fight for them even though they held their guns alone. It was gratifying to him to find that the Federation ships if allowed to pass out from Cardiff were blocked elsewhere, as that one which was held by the nose at Burnt-island for eleven days, and in the end had to supplant with Union men, good and true, the scabs she had signed on here. Newport, seemingly, was as bad as here; the Federation appeared to have made these two ports the chief ports of attack. The Union was not the attacking party, they were being attacked, and now it must defend itself, and not only that, but take an aggressive part, and attack them all round. They (the Union) had not the ships "but they had the men" and they had "the money too." Mr. Gardner did not care if there were Federation men present that night. They did not want private conferences, hole-and-corner meetings,

TO HATCH PLOTS

against the welfare of thousands of their fellow creatures. If Mr. Laws himself, or any of his disciples, were there he would ask them to accept the challenge he flung at their feet three weeks ago. There had been no reply and for the good reason that no reply was possible. But a few days ago the Federation took four crews to the Continent, discharged two of them at Antwerp and the other two at Rotterdam, paid their fares back, and put them ashore as dogs, signing on in their places crews of Dutchmen at wages far below the rate of wages at Cardiff. Did they think they would dare do that with Union men? No, they would have to reckon with the Union if they did. There was on that day a big boat signing at Newport for Antwerp, and she would carry Union men if they could be had for £4 on deck and £4 5s. below. What in the name of heaven came of Mr. Laws' statement that it was far from their purpose to cut down men's wages in the face of facts of this nature? What was the use of their stamping the country bragging of their philanthropy and friendliness to the sailor?

FACTS

of this kind should be a warning to every seaman as a clear indication that the only object of the Federation was to crush the Union out of existence. He was informed, although he did not believe it, that members were actually in want; if that were so he would open places where food, and plenty of it, could be had. The Union was not asleep; the Federation must not suppose that they were the only people awake. Complaints were being made that the Union was not moving so fast as it ought to, but under the circumstances, he could assure them, as one who was thinking of and striving for them night and day, that whatever was possible had been done, and in endeavouring to secure the combination of all labour the wisest and best course had been taken. They had only to

BE TRUE TO THE CAUSE

to which they were pledged, to win hands down. There was a split in the opposition camp already. He knew one particular firm, which consisted of three members. Two of these entered into a compact with the builder of their ships that if the Company were floated, he (the builder) would pay them a thousand pounds. And now there is a row in the house. The member of the firm who was left in the cold in the matter of the thousand pounds found the little game out, and now, on his severing his connection with the firm, had intimated that unless they stumped up half the thousand pounds to him he would place the matter in the hands of a very particular friend of theirs (the sailors), and he could assure them that that friend would make it pretty lively for those two members of that firm of shipowners. One of these precious individuals would be at the meeting he alluded to, and he would have something to say to him on the subject. On Wednesday night he would be in a position to lay the whole proceedings before them. He was very much struck the other day with a

LITTLE INCIDENT

that was told him by the chief party interested. The landlord of a very respectable public-house in the town was asked by a person considered hostile to the Union to put a placard of his on the walls of his bar. Permission was granted and the bill was hung, but the landlord in a very short time felt his custom falling and could not for the life of him understand it, until one day one of his customers, a little rougher and plainer speaking than others, cast his eye on the wall and pointing to the bill, shouted out, "Take that d—n thing down, and suiting the action to the word, pulled it down and tore it into fragments. "From that day to this," said the landlord, "my customers have come back and my income has kept on increasing." That was

the conduct they should pursue towards their enemies, boycott them on sea and boycott them ashore,

SHUN THEM

as they would the devil himself. He desired them to have patience for a day or two, and on Wednesday night he would meet them again, and not alone, for he would have the joint committee present to back up what he would have to say to them, and he was firmly convinced the result would be to put an end for ever to this bombastic Shipping Federation, and drive them out from the Bristol Channel, never to return again. (Great applause.)

Councillor John Jenkins then entered, and at the request of the chairman, said he hoped that all whom he addressed were Unionists, not in name only, but also in spirit and truth. There were many to-day, he was sorry to say, who were not so. Even the Federation had the hardihood to call themselves Unionists, but they were of the very lowest type of Unionism. No class of men on God's earth knew the Federation as well as sailors. He himself, with his naked eye, had seen a great deal of them, but they who had had their sinew and bone crushed out of them, it was they that knew them in the full meaning of the term. He had only just come from a meeting of cabmen who had resolved on forming a Union, and these would be useful to them (the seamen), for they would not carry any blacklegs that might be imported here. He was there that evening to ask them

TO CHEER UP.

The blackest cloud had its silver lining. Many, if not all of them, at sea had been for hours and sometimes for days facing death in the midst of the darkness and the storm, but at last the bright sun had come forth, and hope had dawned in their hearts. They should not be afraid of the shipowners who had felt the terrible fall. But it was not the fall exactly, as the Irishman said, as he rolled down the roof of a house, it was the sudden bring-up that was terrible. It was the sudden bring-up that had caused the commotion among the shipowners. They were feeling themselves face to face with men whom they had trampled upon and crushed for ages, and with whom now they had had to come to a terrible reckoning. This was the reason that they had blocked and massed themselves in front of them, throwing out their blustering defiance in the seamen's teeth. At times, however, they say they are the sailors' friends, but he would advise them to trust to

EXPERIENCE.

She should be their teacher. It was necessary for a boy on going to sea to learn by experience to go aloft, to steer and splice, before he became an able seaman. Similarly it was the experience they had had of the philanthropy of the shipowner that should now come to their assistance in the strait they were in. "Walk into my parlour said the spider to the fly." They knew the rest. It was the experience they had had of the parlour and its fittings that now caused them, or should cause them, to shudder at the threshold ere they entered, once again to be entwined in the webs of the crafty and unscrupulous inhabitant of the parlour. The Federation were aiming a blow at them and their Union. That now was their testing point. He (Mr. Jenkins) had faced a great many battles in the trade he was in, the ship carpenters. Blacklegs had been imported like mackerel in boxes, but the employers soon found that they were not fighting these workmen alone but that they were struggling against the

COMBINED FORCES

of the United Kingdom. And so it was with them that day. The shipowners would be, if they were not already, awakened to the fact that the Trades Unions of the whole land were ranged against them. (Applause.) Considering the wealth they had gained through seamen, they should be ashamed to link themselves with men whom they have hitherto pronounced as a disgrace and an abomination, to crush a *bona fide* Union. Let them picture to themselves a Union of hearts and hands between shipowners and boarding-masters. He knew how hard it was for a man who had a wife and family to keep to back out of a Federation ship. He supposed they had read or heard of Bunyan's "Pilgrim's Progress." They would remember that the old man was fleeing from a city doomed to ruin. To turn back was to share the doomed city's fate, onward was the only safety. Such was now their fortune, their

ONLY SALVATION

being to tread the path on which they had commenced their onward march, and wend their way to victory. They would have only to weep and wail if ever they turned back on the principles to which they

were pledged. He knew the officials of the Union were working hard for them. Mr. Gardner could hardly sleep day or night in his efforts for their welfare, and they might depend upon it that everything he (Mr. Gardner) could do had been and would be done in their behalf. Let them not be discouraged, Unionism was not going to be swamped. Why to crush their (the Sailors') Union would be the taking of Sebastopol. (Applause.) Let them take every legitimate means to stop that taking place. Let them be sober and orderly, and keep their fire well in until ordered by their officers to fire. He besought them not to waver, because they might think they were now in a corner. A greater calamity could not befall them than to fall back one single step from the position they had taken. He was glad to say that, as he was elected on the Local Marine Board, he was able to help them a little, and they might be sure that wherever he saw a wrong he would do all in his power to have it rectified. As a County Councillor also, he had made it the aim of his life to fight

FOR FREEDOM

for liberty, and for justice. Should they too (for they had their work each one of them) know anyone inclined to be weak-kneed, let them take him by the hand, show him the danger he was in, and induce him to become strong. They all remembered that fort in the South American war holding out till hope had almost gone, when at the last moment a loud shout proclaimed the coming of reinforcements, and the siege was raised while the enemy fled. In the conference of next day he was convinced a solution to their difficulty would be found, and they too would see the reinforcements come pouring in, and those that stood in the way would have to fall, and fall to rise no more. (Applause.)

After three hearty cheers were given for Mr. Gardner and Mr. Jenkins, the meeting dispersed, and it was declared by all present to be the very best and most enthusiastic held by the Cardiff Branch since its foundation.

JOHN M'GREGOR, a carpenter residing in Leith while working on board the steamer *Scotsman*, lying in the Prince of Wales Graving Dock, at Leith, last week, fell from the 'tween decks to the bottom of the hold, a distance of 15 feet, and sustained serious injuries, from which he subsequently died.

SINCE the wreck of the P. & O. steamer *Dacca*, attention has been directed anew to the lighting of the Red Sea, especially at the southern end, where it is said the lights are insufficient. The reproach does not apply to the Gulf of Suez or the northern end of the Red Sea. All steamships coming from the north end of the Red Sea and passing the Daedalus Light shape a course for Jel-el-Tier Island, a distance of 656 miles. The atmosphere, however, is very often hazy, with sand or dust, and Jel-el-Tier, although a high rock, is thus obscured on these occasions. Here, then, it is considered, would be a fitting station for a lighthouse. After leaving this island, the Zebaiyer group, 600 feet high, can easily be cleared on the port side, and a course shaped for the Abu-Ail Canal, where, on Pile Island, a light should also be placed. Thence it is customary to steer a course to within eight miles from Moska, where a light could be erected. This would insure a safe course for Perim.

A NEW OCEAN TERROR.—Among the many naval designs of modern times framed for purposes of offence and defence, a new vessel to be added to the American Navy will be alike novel and formidable. She is to be an almost entirely new type. She is the *Ammen*, or harbour defence ram, designed by Rear Admiral Daniel Ammen, retired. Rams were used during the War of the Rebellion with destructive effect, but this is probably the first to be built solely for ramming, and without any armament whatever. She is to be heavily armoured and almost entirely submerged, with provision for sinking her still lower in the water when in action. The main difficulty in designing such a vessel is to give her enough structural strength to withstand the tremendous shocks to which she will be exposed in action, and at the same time to reduce the size of the frame to a minimum that shall leave little material above water. There will be altogether 102 compartments in the vessel, and as she will be, besides, protected by steel armour, she will be practically unsinkable. Her ram head is to be of wrought steel, and removable. The vessel will have a displacement of 2,050 tons and engines of 4,800 horse-power. She is designed to make 17 knots per hour, and one well-directed blow from her steel ram is expected to be sufficient to crash through the sides of the strongest armoured vessel afloat. The idea of this ram was submitted to the American Navy Department some years ago, but she is now to be taken in hand.—*Iron*.

LIVERPOOL TUGBOATMEN.

Mr. S. G. Brown, secretary of the Liverpool Tug and Ferryboat Branch of the Amalgamated Sailors' and Firemen's Union, writes:—"After an interview with the men of the Liverpool Steamtug Company, the owners have come to the resolution that principally on account of their *employés* having joined the Sailors' and Firemen's Union, and that the men refuse to sign the articles laid down by their employers, namely, that 2s. per week should be stopped from the men until it reached one week's wages, which week's wages should be held in the hands of the Liverpool Steamtug Company, and that on any fault being found with the men the same should be discharged and not employed again, the crews of the *Toiler*, *Despatch*, *Challenger*, and *Wrestler* have decided not to accept the owners' terms, but stand by their Union, and the said boats will be laid up. The Jolliffe line, I am happy to state, are not pressing their crews, but after an interview with their crews, the owners state that everything is to go on as usual. No notices to leave have been issued, nor, as far as I can gather, are likely to be. As secretary, I endeavoured to see the owners of the Liverpool Tug Company on behalf of the men, but was refused a hearing. The *employés*, seeing that nearly the whole of them have joined the Union, do not wish to assume a bellicose attitude, but if coerced by their employers, they in their turn will stand by their Union, and the Sailors' and Firemen's Union will stand by them. All that the men want is a fair hearing, and as yet they have made no demand on their employers. They wish merely to approach their employers in a respectful attitude by means of a deputation. We do not want a strike, far from it, but we wish the Liverpool public to know we require that which is dearest to an Englishman—free liberty of action and not coercion."

On Friday night, Jan. 26, the sailors and firemen belonging to the tugboats *Toiler* and *Despatch* turned out from those vessels, and their places, it is stated, were taken by a gang of riggers. It is expected if the owners persist in their demand, that there will be a general cessation from work on the part of the men engaged on the tugboats and ferry steamers.

The following correspondence has taken place between Mr. J. M. Hewitt, secretary of the Liverpool Steamtug Association, and Mr. Brown:—

"Dear Sir,—In reply to your letter of the 15th inst., I am desired by the committee of this Association to state that they are not aware of any grievance existing amongst the steam tug men, and, further, they cannot entertain your suggestion to meet here representatives of your Union.—Yours truly, Jno. M. Hewitt, Secretary.—To Saml. G. Brown, Esq., secretary, National A.S. and F. Union."

One grievance we have to state is in reference to Messrs. Griffiths' boat *Gladiator*. The whole crew were discharged because they joined the Union, and the men are supported by the Union, except the captain, who is not a Union man.—Yours, etc., SAMUEL G. BROWN, Secretary.
Liverpool, Jan. 23, 1891.

A crowded meeting of the Liverpool tugboatmen was held in the Malakoff Hall, Cleveland-square, Liverpool, last Wednesday evening. Mr. H. R. Taunton presided, and said the dispute was the result of a distinct attack on the men by the tug-owners. Since joining the Union the men had made no claim on the owners either for increased wages or easier hours, but the employers since had been harassing and assuming a hostile attitude towards them. He was afraid the same attitude was being taken up towards the ferry boatmen. Mr. Nicholson moved, "That we, tug and ferry boatmen, are desirous of working on the most amicable terms with our employers. We have no wish or intention to bring about a strike or cause them any inconvenience or unnecessary expense. But we are fully resolved not to sign the new six months' agreement which they have introduced, requiring to keep one week's wages from each man as a guarantee for good conduct; and, further, that if certain men are discharged on Thursday night for not signing the agreement, we pledge ourselves that not one man who has joined the Union will work in any other of the tugs until all men are reinstated, and we further pledge ourselves not to work with any men who may be imported to take the places of men who have already been discharged." Mr. Doeg and Mr. Goodman having spoken, the resolution was put and carried unanimously. It was also resolved that in the event of the dispute not being arranged by Friday all tugboatmen, whether they had received notice from their employers or not, should refuse to work, after fulfilling the work they had contracted to do;

MR. TILLET AT GOOLE.

There was held Jan. 15, a largely attended meeting, under the auspices of the Dock, Wharf, Riverside and General Labourers' Union (Goole Branch) in the Market Hall, Mr. Ernest Walton, district president, of Hull, presiding. Supporting him there were Mr. Ben Tillett and several prominent Trade Unionists. In opening the proceedings, the chairman said that they were met there that evening to celebrate a kind of a birthday to Trade Unionism in that district. A little more than 12 months ago Trade Unionism in Hull was practically dead, but now there were a great many men who believed in it and knew what it was worth. It was moved and carried, "That this mass meeting of toilers rejoices in the continued success of Trade Unionism, recognising that by organisation alone our future welfare depends." (Applause.) It was mentioned that they had not got the Shipping Federation there, and the owners had given the rise without much trouble. Mr. Tillett in addressing the meeting said that they wanted, if possible, to fix the responsibility of poverty upon the rich. (Cheers.) They wanted a progressive tax. At the present moment any man with a million of money need not take any interest in the worker at all. His worker was less to him than his dog. The worker who had helped to make him rich might die, his widow might starve, but it did not matter to the rich man, and no pulpit rung out the condemnation of his inhuman neglect. Everyone flattered him. The bigger the rogue the higher the social distinction. For this he blamed the workman—who got his tobacco and his beer and thought he had done his share. (Hear, hear.) He wanted them—and the young fellows especially—to live the life of men, and die the death of men, so that they would be loved by all who were just and honest. Nothing short of the honest workers' sympathy and ready assistance would ever alter the conditions of life. The past had been the past of the wealthy, and the future was the future of the toilers. (Cheers.) The future, with all its budding hopes, with all its promise, was theirs if they would. Were they prepared to will that it should be? (Cries of "Yes.") Mr. Tillett then said the time had come when they should make all men work for their living. (Cheers.) Let the working-men be up and doing, because there was a great mountain to be removed. It could not be moved by talk—it could only be moved by work. It could not be moved in a day or a year. Successive generations would have to work at it, but the longer they put off the commencement of the work the longer it would be before their task was completed. (Hear, hear.) With regard to the Shipping Federation, Mr. Tillett said the employers had united, and what was their right was the right of the workers. (Cheers.) Free labour built upon lies was rotten; free labour built upon rogues was bad; free labour built upon treachery was bad; and if the employers preferred skulking, lazy hounds in preference to the honest workman who dared to combine, they were welcome to them, because he never knew a man who had the courage of his convictions and opinions who was not a better worker than the dastardly hound who would sell his own mother for a pipe of tobacco. (Cheers.) Never mind party politics—to h— with them. Let them depend upon their own strength. They got no more from one party than the other, and they must go in for something that would bring to them better conditions of life. They wanted men to make up their minds to stand shoulder to shoulder in the great labour battle—to fight it day after day, and to be willing to sacrifice whatever life or strength was given him. (Loud cheers.)

Mr. Chappell, secretary to the Goole Branch of the Sailors' Union, moved a vote of thanks to Mr. Tillett for his address, and reminded the company that it was just twelve months ago since Mr. Tillett came to form the Dockers' Union in Goole, Trades Unionism at that time being at a very low ebb. However, it had never been so high as it was that day, and he trusted that with more members their power would increase.

DEATH OF A PLYMOUTH SEAMAN.—The following has been received by the Liverpool district secretary:—"S.S. *Cyclops*.—Hong Kong, Dec. 3, 1890. Mr. Nicholson, Sir,—I regret to inform you of the death of one of your members, W. Rowett, A.B., 3,856, of 67, Windsor-street, Liverpool, age about 24, a native of Plymouth. He died after a short illness of 10 days (dysentery), on Nov. 27, in the China Sea, on the passage from Singapore to Hong Kong. Please send particulars to SEAFARING, that his relatives in Plymouth may see the particulars of his death. Hope you are well.—I am, yours, etc., JAMES STUART."

CORRESPONDENCE.

Correspondents must write on one side of the paper only, and to secure early publication be as brief as possible.

LIVE CATTLE TRADE.

To the Editor of "Seafaring."

SIR,—Besides the useless revolting cruelty in shipping living cattle long sea distances to be at once slaughtered for food on arriving at the port of destination, are economic or financial considerations involved in our cheap, healthy, abundant food supply. Near all large centres of population, cattle should be slaughtered in sufficient numbers to make the working-up of their so-called waste products remunerative. Food carcasses are best made imperishable by moderate chilling at temperatures about the freezing point of water, rather than by excessive dry cold air, which, by rupturing the muscles, blood-vessels, and tissues of the flesh, on subsequent thawing discolours the meat. Probably by previously bleeding before clotting of the blood (as practised by the orthodox Jews) this discolouration, consisting chiefly of poured out blood, could perhaps be avoided. In 1890 only 400 frozen carcasses entered Great Britain, whilst in 1890 actually 3,104,590 frozen carcasses were imported. The present high price of meat, game, and poultry is due to this food being cornered by rings of wholesale and retail salesmen, who absorb the legitimate profits of the producer, the distressed agriculturist. It has been estimated that not 20 per cent. of the so-called butchers slaughter their cattle. The retail British butcher is usually a meat salesman, who buys chiefly of wholesale market salesmen and meat vendors.—I am, Sir, yours, &c.,

J. LAWRENCE-HAMILTON, M.B.C.S.
30, Sussex-square, Brighton,
January, 1891.

CHEAP FOOD OR WANT.

To the Editor of "Seafaring."

SIR,—Want or semi-starvation for the masses, the impoverishment of many capitalists and manufacturers, and agitations leading possibly to riots, appear to threaten, unless cheap, healthy, abundant food is speedily secured for our poor and comparatively poor. (1) Man by labour or inherited labour called wealth must get fed regularly and fed cheaply. His digestion requires a wide and varied diet. In our cold, damp climate where sunshine is comparatively rare, every man should obtain at least one daily meal of fish or meat. (2) Owing to faulty distribution and preservation, much of the fish and meat consumed by the poor is often wretchedly inferior and exorbitantly dear. Hence, perhaps, their excessive tendencies to alcoholic drinks and tobacco, which at least please their palate. (3) The producer provides cheap excellent frozen meat, poultry, and game, which too rarely reach the consumer except when sold as and at the high prices of home-bred, fed, and killed animals. Legislative interference should prohibit such fraudulent trading. (4) Our fresh food markets, whose charters and existence were granted to bring the producer and public together, are now usurped by a handful of capitalists who have cleverly cornered the public markets and their entire fresh food supplies so as to sweat the producer, semi-starve the masses, and over-charge the classes. Cobden's free trade principles have been so engineered that the producer gets no profit because the middlemen gain all. As regards fish the Billingsgate Ring excludes the public, the fishmongers, and the costermongers from purchasing except from the Ring, who cling to perpetuating Bacterial Billingsgate with all its avoidable abominations and augmenting abuses. Hence stale fish continues at famine prices instead of cheap, fresh, imperishable fish. Every day of the year 2 lbs. of bled, gutted, cleaned, dry-air frozen (imperishable) fresh herrings (about six fish) could be profitably retailed by costermongers for 1d., or 2lb. of sprats for 1d. (5) The Billingsgate Ring, by a shrewd system of cruel crushing mortgages on the uncaught and caught fish, enslave and impoverish the indebted fishermen. According to Cahill's evidence before the Corporation 1881 Fish Enquiry, "the practice in Billingsgate Market is that its Ring realises the highest price it can and returns the sender what is expedient, or what may be agreed on among its members. This Ring very often after agreeing on the price to be sent to the senders so distrust each other that they exchange account sales enclosed in open envelopes, so that 'A' reads, seals, and posts 'B's' sales, and vice versa." (Pages 656 and 657.) To keep up the price of fish much is destroyed by the Ring, who ruin our national fisheries and fishing industries. (6) Our manufacturers will

soon be unable to compete with foreigners, who obtain cheaper labour because of cheaper food. Hence the land, buildings, and plant of the British manufactories will suffer increasing depreciation, their labourers and those dependent upon the earnings of the labourers, will find their occupation gone. (7) Large pauper, police, prison, and asylum establishments, an expensive army and navy being fed by the public purse, dear food means sweating the taxpayer. (8) Hence the question of cheap, healthy, abundant food, should be carefully considered by Parliament and the County Councils. (9) By means of retail stores, and costermongers for the poor, the producer should sell fresh food direct to the consumer.—I am, Sir, yours, etc.,

J. LAWRENCE-HAMILTON, M.R.C.S.
17, Burlington-street, Brighton,
January, 1891.

DISTRICT SECRETARIES.

To the Editor of "Seafaring."

SIR,—I see all your subscribers are not in favour of district secretaries. I consider they are quite useless. Rule V. may be used by some, yet there are those who never visited a Branch or saw a voucher. Why should he, when weekly returns are sent up to London and bond sent for at any time. If it be good for district secretaries to meet, let them meet and discuss wages, etc., at the various Branches; but that men should be a burden upon the seamen when responsible secretaries are doing the work, I say none of them. Let secretaries get fair play and not be handicapped by paying those who perhaps never gave the least assistance, and to give a pleasant answer would be considered out of the question; in fact, some are incapable of answering questions.—Yours,

A SECRETARY.

COOKS AND STEWARDS.

To the Editor of "Seafaring."

SIR,—Week after week we read of grievances of sailors and firemen, but never a word of cooks and stewards. Whether the heads of the Union fail to recognise that class as a body of their Union or the want of proper representatives, I am at a puzzle to know. Judging for myself I fancy it is the latter. Week after week I have attended meetings of the Glasgow Branch, and I take the liberty to say I have never heard a word of cooks and stewards from the platform. When a ship signs we are very soon made to tally up our arrears, and when the Union is so exact in cases like that I can't see what is to hinder our grievances from having a prominent space in SEAFARING. If it is for want of proper representatives, I am sure there are plenty of able cooks and stewards who would gladly accept the position. Should this grievance come under the observation of any of our Glory Hole, I trust they will assist me in trying to rectify this for their benefit.—I am, yours respectfully,

WILLIAM NICHOLSON, Sailors' Home.
Glasgow, Jan. 12.

[We have no doubt that the Glasgow and all other Branch meetings are quite willing to hear the grievances of cooks and stewards, and we are always willing to ventilate them. Ed. SEAFARING.]

DUBLIN'S GODFATHER.

To the Editor of "Seafaring."

SIR,—After a couple of months in seclusion through illness, I have just been amusing myself running over SEAFARING, and if sowing with hard labour is a pleasure, our general (Mr. J. H. Wilson) should be satisfied indeed. But I know one class who are not quite satisfied—the shipowners. Mr. Editor, you said there were nuts cracking about Christmas. I would not wonder if there was hearts broken before Easter from the same source. If the shipowners would only read Mr. Wilson's analysis of the labour question in his speech delivered at Hull under its various headings, and not be converted to reason and common sense, the sooner some of their friends look after them the better, and have their leaders secured in some asylum of safety, otherwise that old tub they are sailing in, "Self-conceited Scapidity," will founder, and the whole blooming lot of them will go down to David Jones Locker where they sent many hundred souls, and left thousands to mourn their loss, widows, orphans, and friends. Mr. Wilson's case is so profound, simple, and unanswerable, that the shipowners who are deaf to such statements of facts, I despair of

their salvation, and when the day of reckoning comes I would not like to be a shipowner. How can we promote Unionism? An undying devotion to our leaders, the Union, and extending the fraternal hand of friendship to shipmates the world over, faithful to the laws of our Union, keeping our cards clean and paid up to date. Then we are always in a position to claim and receive benefits the Union offers and holds out to those who observe its laws, which are many and beneficial when needed. We cannot shut our eyes to the fact that shipowners are joining in union to crush the seamen all round, and that the competitive jealousies of trade no longer exists between them. While they put by pounds to crush our Union, let us put by shillings to defend it. "The Ball of Unity," as Mr. Wilson says, must be rolled up the hill, aye, and kept on the top, until all those heartless shipowners are gathered on the other side at the bottom, and then let go the painter. Then Mr. Wilson's sowing with hard labour will be reaped with ease, comfort, and joy all round. Mr. Editor, please accept my best heartfelt wishes for a happy New Year and may SEAFARING float until I scuttle her.—Yours,

P. A. TYRRELL.

54, Manor-street, Dublin, Jan. 13, 1891.

PARLIAMENTARY REPRESENTATION.

To the Editor of "Seafaring."

DEAR SIR,—Now that we have a fund for securing Parliamentary representation, I hope our executive will see their way to instruct all district committees to bring candidates forward for the next election, and it behoves us to have labour candidates before the public some time previous to the election, for if we lose this chance it may be six or seven years before we have the same chance again. I do believe that if we work in conjunction with other labour organisations, we will be able to return more than one representative to the House of Commons. Not only that, but we want to be represented on city councils, local boards, &c., and now we must take the first advantage in these cases. I have seen no name but Mr. J. H. Wilson's mentioned for Parliamentary honours. I think other districts should have a chance as well as London to bring a candidate before the public, and I hope our executive will see that many members are better than one. I know Mr. Wilson is a clever man, and we could not get a better one in the United Kingdom to-day to advocate our cause in Parliament, but at the same time it would be better to have some more members to support him in that House. It is not necessary for me to point out the many grievances we are suffering under at present, as the majority of seafaring men know too well to their sorrow that we are suffering Acts of Parliament that are a disgrace to this the first mercantile marine nation in the world. Every sailor and fireman knows what kind of treatment we receive at sea, housed like dogs, our food worse than paupers, and worked like slaves; and at the end of the voyage in many cases the unscrupulous shipowners will try their best, with the assistance of their captains and Board of Trade officials, to reduce our voyages pay as low as they can, by means of logging, or any other dodge in their power. I think it is time that these things were altered. The question we have to consider is how are we to put a stop to these evils? I believe the right way is to get proportional representation to the amount of our Parliamentary fund, and work hand in hand with other representatives of labour, and demand our just and honest rights, namely, better rooms with bed and bedding, better food, and ships better manned than at present, and the eight hours Bill for seamen.

Yours in unity,

A KNIGHT OF THE HANDRA.

FROM BRISTOL.

To the Editor of "Seafaring."

SIR,—As to this so-called "Free Labour Union" that the Shipping Federation are trying to stuff down the seamen's throats, I hope that we shall all cling closer to our Union and leaders. This Federation, Limited, is going into partnership with the sailors and firemen. A very nominal charge is made to get a registration ticket, only one shilling, and for each renewal every six months only sixpence more, without prejudice to any other Seamen's Trade Union. But we fail to see in the rules better pay, shorter hours, better sleeping accommodation, and a revision of the provision scale. Sailors and firemen don't want them interfering; we are quite capable of looking after our own affairs.

If they want to look after us let them employ none but N. A. S. & F. U. men instead of paying scoundrels to travel from port to port and pick up all the lepers and scabs they can get to crush our Union, which has, with the help and advice of the skipper of our noble craft SEAFARING, done so much for the seamen. Or, if they fed us as well as the majority of them feed their cattle, not so much rotten beef, rotten ships, rotten pig-stys to live in, with no ventilation, rotten biscuits, full of maggots and weevils, and water which cattle would refuse to drink; robbed out of their hard-earned wages by being driven ashore out of their ships in foreign ports, and lots of other grievances too numerous to mention. At what price have shipowners amassed their large fortunes? Find the answer in the numberless graves in foreign climes, where rest the bones of the murdered victims of scurvy and fever, caused by rotten and insufficient food; ask the foamy peak of the crested wave, the only headstone of the poor fellows gone down in deeply-laden coffin ships. Do these gold worshipping shipowners ever think of the degradation, shame and misery they are responsible for? Do they want to know? Let them walk through the streets of some of the British seaports. If there is a spark of manly feeling in them, they would blush with shame to see what their greed, avarice and selfishness have brought fatherless children and widowed mothers to. Owners would not ask these victims, for it would be the same answer over again. The rotten ship that never returned, the husband and father whose bones whiten beneath a tropical sun, the brother who rests in a canvas shroud, deep deep in the ocean, and thousands sent to a watery grave through vessels being sent to sea not fit to float in a dry dock, for the sake of insurance, regardless of the loss of human life (Oh, such venomous reptiles.) Sailors and firemen of this and all nations, shun their offices as you would shun the boa-constrictor or the death-bite of a cobra. Shipowners now propose to run "Free Labour Unions" for the benefit of the sailors and firemen, they say! Yes, no doubt they have a fine scheme on parchment, called a registration ticket of the Shipping Federation, which they say entitles you to a membership in the Amalgamated British Seamen's Protection Society, if desired. "Really charming, don't you know?" "Will you walk into my parlour said the spider to the fly." "I guess not," says the Yankee, "that net won't draw, boss." Ask the Seamen's Union to put them to school and teach them to return a little of what they have robbed us of in the past. Hoping, Mr. Editor, that our gallant General Wilson, with our noble craft SEAFARING, will still champion our cause.—I remain, yours sincerely, in unity,

CHARLES JARMAN,

Delegate Bristol Branch N. A. S. & F. Union.

GRIEVANCES.

To the Editor of "Seafaring."

DEAR SIR,—Would you insert this in your valuable paper, and oblige the sailors and firemen of the s.s. *Trinacria*. Our meat all along has been very badly cooked, and at any time we complained to the captain we got no satisfaction, but were told it was good enough for us. We left New Orleans on June 29 last, and, till we arrived at Gibraltar on July 18, got salt horse, neither cooked nor clean, three times a day, and no potatoes, but jams for dinner, not fit, as an old New Orleans darkey said, for hogs to eat. When we came back to New York we got a kil full of stuff no man could eat. We all went to the skipper. One fireman spoke, and he was singled out as the ring-leader, and the captain insisted on him going to the Consul. The Consul agreed with the man that it was not fit to eat, as it was badly cooked. But that did not put a stop to our grievances. On the passage home we got hash with leaves in it. We took it aft to the steward. He said it was good meat spoiled. The cook blamed it on bad potatoes. While we were waiting to see what we were to get for supper one man took a piece of bread out of the galley, the cook looking at him taking it, and said nothing. We were no sooner done with our supper than we were told the captain wanted us. When we went aft he ordered the hash to be brought. He looked at it and said it was good enough, and that he could eat it. But his nerve was not strong enough to taste it when asked to do so by one of the men. He threatened to log us all over the piece of bread. If you find space for this in your valuable paper you will greatly oblige the

CREW OF THE S.S. "TRINACRIA"

(Anchor Line).

A GRIEVANCE.

To the Editor of "Seafaring."

SIR,—I wish to bring before your notice an existing evil that has long been keenly felt by seamen of this port. The latest instance is that of a Whitby steamer which left this port for Cardiff with a crew of six runners. There were no mates on board, only the master and pilot, and two seamen, and I will leave you to guess what the others were. There was one man at the wheel and one heaving the lead, and there being no one capable of letting go the anchor, the master had to relieve the man at the lead whilst he stood by to let it go. As this is a common occurrence the masters and officers of ships think there are no good men here. I asked the master of the above boat myself, and he told me he had nothing to do with letting the work, as the managing owner did that himself, so that the master could not tell what men he had. That is how life and property are endangered in rivers, where there is no room to turn and a strong tide. I blame river pilots for taking ships out on dark nights, knowing what men are on board. There are dock pilots that were never at sea, and farmers and labourers, tally keepers, and such like, think a sailor man has no right to go on board and seek a run. If you would kindly insert this in your valuable paper you would confer a blessing on seamen in this port. I am sorry to trouble you, but there is no one to look after our interests here.—I remain, yours respectfully,

Sharpness Docks.

SNATCHER.

MR. WILSON AT LIVERPOOL.

At an evening meeting of the Sailors' and Firemen's Union of Great Britain and Ireland, held in Hope Hall, Liverpool, Jan. 23, Mr. Matkin (president of the Trades Congress) presiding, Mr. W. Nicholson moved: "That this meeting of Trades Unionists are of opinion that trades organisations have been of immense value to the seamen and workmen in general, and we are pleased to know that, in spite of the vile conspiracy on the part of certain men who have been discarded by labour organisations, and who have been engaged by capitalists to libel and slander the officials of Trades Unions, the workmen in general are more determined than ever to stand by their leaders, and give all free labour movements which are encouraged by the capitalists a wide berth." Mr. Connolly seconded. Mr. J. H. Wilson, in supporting the resolution, denied that the Sailors' and Firemen's Union were in any way despotic. He condemned deck loads on board vessels, and said that Liverpool had one or two members who opposed the Deck Loads Bill in the House of Commons. These men took care to see that the Deck Loads Bill should only apply to the United Kingdom, and that they could, when desirable, drive a coach and pair through it. He hoped that the working men would remember this at the next election. Trades Unions had done a great deal for the working men of this country, and wherever a Trades Union was strong wages were good. He had no objection to shipowners having a Union, and when they had a Union he hoped they would fight fair, and not hit below the belt. He intended to hit the shipowners pretty fair and not below the belt. If the shipowners thought he was not honest, why did they not come on to a platform and say so. He had been libelled by a shipowners' paper, as the recent trial in London showed. He had obtained a verdict of £100 damages, and this he had given to the Widows' and Orphans' Fund connected with their organisation. There was not a sailor or fireman in the world who was prepared to trust to the generosity of the shipowners or the Board of Trade. Shipowners had the capital, but this was no good without labour. Therefore the sailors and firemen were determined to get a share of the profits of labour. The Hartlepool election was won on the labour ticket, and not on the question of Home Rule. Mr. Furness promised to employ none but Union men, and he was supported by the Sailors' and Firemen's Union. The result of it was that Mr. Furness went in. What they had done in Hartlepool they intended to do all over the country. Mr. F. M'Hugh also supported the resolution, which was carried.

At Newport Police Court, John Murphy, a young seaman, was charged with using a false discharge on joining a ship. He admitted the offence. The Bench imposed a fine of 40s., or 14 days.

HARD ON MASTERS AND MATES.

The annual report of the British Shipmasters' Association, presented at the recent annual general meeting of that body, lately held in Hull, states:—In May last some of our London members made an application to your committee for the assistance of the Association, with reference to the recent construction by the London Trinity House, of Section 340, of the Merchant Shipping Act, 1854. Under this section the various pilotage authorities are empowered to examine and then to grant pilotage certificates to masters or mates of vessels. This has been done since 1854, and the shipowners thus save the pilotage which would otherwise have been paid to the licensed pilots. In the case of some steamers making a voyage every week throughout the year, the amount thus saved by the owners is considerably more than the salary of the master or mate who performs this

EXTRA DUTY.

At first it was the custom for owners to make some additional payment to masters as an inducement for them to undertake the extra duty and responsibility of pilot. In course of time, however, these additional payments were by degrees reduced in amount, and now, in many cases, they are finally abandoned. Many shipping firms make it clearly understood that no master can be employed by them who is not able and willing to act as pilot, with the view of saving the pilotage, and this too, be it remembered, without any additional remuneration. Cases are known where masters hold as many as four separate

PILOTAGE CERTIFICATES

for as many different rivers or harbours. The London Trinity House charge a fee of £4 18s. for granting, after examination, a pilotage certificate to a master or mate, and this certificate must be renewed annually at a further cost of £3 3s. Masters and mates have no alternative but to submit to the owners' terms. It is a question whether this extra duty thrust upon masters is not at times a source of

DANGER TO THE LIVES

of passengers. Take, for instance, the case of a passenger steamer crossing the North Sea, in storm or fog, when the master has been upon the bridge for 20 or more hours at a stretch. The entrance of the river is made, and the master, physically worn out with long watching and anxiety, is sorely in need of rest; but he must now take up the duty of pilot, and continue his

ANXIOUS TOIL

some three or four hours longer. All this has been, and must be, borne without a murmur, but the London Trinity House have recently adopted a new course, which has added bitterness to the already unpleasant duty. For more than 30 years, masters or mates holding pilotage certificates were permitted to change owners and still to retain these certificates, provided they paid the fee (£4 18s.) every time they changed. Recently it has been discovered that the rendering of Section 340, which obtained for more than 30 years, was a wrong one, and now the London Trinity House not only require the payment of the full fee, but further insist upon the master and mate being

RE-EXAMINED

every time he changes owners. To take an extreme case, if a master holding a pilotage certificate commanded a steamer sailing out of London every week for ten years wanted to change owners, he must now submit to a re-examination or lose his certificate. In what way the mere changing of owners can affect a master's qualification to act as pilot, is a matter not easy to comprehend. One would think that a practical experience of 10 years, without any casualty, would add to the test of qualification, but this is not the view taken by the London Trinity House nor by the Board of Trade. On May 31, 1890, your committee commenced a correspondence relative to this re-examination of pilots with the London

TRINITY HOUSE,

which was continued up to June 21. It was pointed out that for more than 30 years no such re-examination had been demanded, and that even now other pilotage authorities did not require it. All was in vain, and the only reply that could be obtained was this:—"The Elder Brethren have no power to dispense with the re-examination upon change of owners." A correspondence was opened on July 29 last with the Board of Trade, asking for their intervention with the London Trinity House, in the attempt to obtain the discontinuance of

these re-examinations. This correspondence is still going on, and in a letter dated Nov. 14 last the Board of Trade sapiently remark: "I am to state that your Association would appear to think that the intention of Section 340 of the Act is to grant special advantages to a master or mate because he has

ACTED AS PILOT

to one owner to act in the same capacity with regard to vessels belonging to any other owner." Your committee, it must be remembered, simply ask that the London Trinity House should revert to the custom which, under Section 340, obtained for more than 30 years, and which is even now followed by other pilotage authorities. They are then told that they want special advantages. What has occurred during the last three or four years which makes this re-examination necessary, that for 30 years under the same section was not required? And so far as wanting special advantages goes, your committee would prefer to see this Section 340 at once repealed. This is not the attitude usually taken towards legislation by those upon whom it confers special advantages; no, the advantages are to the shipowners, not to the masters or mates. It so happens that this re-examination only affects comparatively few men, for if it affected a large number it would not last a year. The injustice, however, remains the same, whether it affects few or many. This question now remains open for the consideration of the incoming committee.

An interesting paper was read at the Royal United Service Institute, by Chief-Engineer Langmaid, R.N., on a proposed method of training naval stokers. He proposed that all newly-entered men should be sent to a central training ship, in the same way that Royal Marine recruits were sent to the depot at Walmer, and be trained there for three months; this course to be followed by three months' sea experience in a modern cruiser. At the end of six months they might, if qualified, be rated stokers, and sent to sea-going ships.

At Cardiff, Jan. 27, Joseph Theodore (27), and Antonio Gonzales (21), coloured firemen, were charged on a warrant with wilfully disobeying commands on board the steamship *Prado*. From the evidence of the chief engineer and of Captain Waring, it appeared that on Monday the two prisoners refused work, on the ground that the food supplied them was not sufficient in quantity and that it was bad in quality. The steward was called to prove that none of the seamen or other firemen had complained of the food, and that in addition to what was required by the articles, butter, soup, and potatoes were supplied them. The prisoners were sentenced to four weeks' imprisonment.

At the Plymouth Petty Sessions on Jan. 26 there was a very large attendance of those interested in the fishing industry, when Samuel Pergrien, second mate of the steamship *Fairway*, surrendered to bail, and was again charged with feloniously killing and slaying on the high seas William Simpson and Samuel John Burt Frude on the 18th December. The prisoner was represented by Mr. Jones, of Cardiff. The Bench considered that the Board of Trade should cause an investigation to be made into the matter. They decided that there was no case of manslaughter against the prisoner, and he would therefore be discharged. Mr. Trehan informed the Bench that the Board of Trade had abandoned any further inquiry into the conduct of the captain. Although the prisoner has been discharged by the magistrates, he has to appear at the ensuing assizes at Exeter on the coroner's warrant for manslaughter.

WAGES CLAIMS.—At the Falmouth Police Court, on Jan. 26, a seaman named Robert Thomas, belonging to the schooner *Eleanor Thomas*, sued William Jones Williams, captain, for £11 6s. 11d., wages due. Mr. W. Jenkins appeared for plaintiff, who stated that he signed articles to receive £4 5s. a month. The schooner had been lying in Falmouth Harbour for nine weeks, but not having received any money he had been unable to procure food for six successive days. He alleged that the vessel was unseaworthy, and was not provided with spare sails or other gear. Defendant acknowledged the debt, and said he had sent a telegram to the owners to forward money for the men's wages, but had received the reply that they must proceed to Hamburg, where the vessel was bound. He agreed with the statement that the vessel was unsafe, and said he should like to get out of her himself. A similar claim was brought against Captain Williams by Robert Duffy, another of the crew, for £7 15s. 11d., wages due from Oct. 30 at £3 per month. An order for payment was made in both cases.

IN THE DOG WATCH.

The Liverpool Steamtug Company, which, as we recently noted, lately began to bully and threaten the men employed on its boats for joining a Branch of the Sailors' and Firemen's Union, has gone out of its way to pick a quarrel with them by attempting to compel them to join a society subsidised by the employers, and keeping 2s. per week of their wages till these periodical deductions shall amount to a week's pay. The consequence is a dispute, and we regret to note that certain riggers have been base enough to be guilty of such infamy as taking the places of the men who are thus fighting for the freedom to combine.

It is stated that the German Emperor is about to visit England, and would like a public welcome in London. Before that is accorded him it would be interesting to know what he has to say to this. A Continental correspondent calls our attention to the case of a Trade Union secretary in Hamburg, who has just been arrested in order that he might be photographed and his portrait inserted in the criminal album, and that, being thus branded as a criminal, he could get no work in Germany. The man has a wife and family, who are left to starve. From his photograph he appears to be a strong handsome young fellow, and—to put it on no other ground—it is surely a pity that such material should be so wasted, and that a "criminal" should be thus deliberately manufactured out of a man not only able and willing to work, but seeking to do good to his fellow-men.

"Seeking to do good to his fellow-men." That is his only offence; but then that is one of the worst offences in the eyes of persons chiefly occupied in doing evil to their fellow-men, and it is these evil-doers who generally rule, and will continue to rule so long as the toilers are not sufficiently organised to prevent them.

One of the shipowners' papers is attempting to induce men to leave the Seamen's Union by circulating a report that the Government intend to admit no Union men into the Royal Naval Reserve—just as if the Royal Naval Reserve were so very attractive. The Government, not the men, have the best of the bargain, and the Reserve is not so attractive to the men as outsiders may imagine. If the Government were foolish enough to boycott Union men there would be no Naval Reserve at all, and the country would soon boycott a Government that sacrificed the Navy to the fear and hatred with which some shipowners regard the Union.

As our Hartlepool correspondent this week points out, the result of the recent Parliamentary election there is well worth noting, as showing what Union men can do when determined, the success of Mr. Furness being due, not to any of the party cries which politicians deal in, but to the support of the Seamen's Union.

Mr. Ben Tillett's recent speech at Goole, which we print on page 3, is well worth the attention of our readers, and should do both employers and employed good.

Under the heading of "Hard on Masters and Mates," we publish an instructive extract from the last annual report of the British Shipmasters' Association, exposing a piece of monstrous injustice to masters and mates, to say nothing of pilots. At present we need only remark that this is but one of many grievances which go to prove how urgently necessary it is that the masters and mates should have a powerful organisation to protect themselves.

A Liverpool paper, dealing with the subject of disasters, gives the following as a complete list of lost Atlantic liners belonging to the several great companies sailing from Liverpool:—

STEAMSHIPS LOST BETWEEN LIVERPOOL AND NEW YORK OR BOSTON.

Ship.	Date of loss.	Cause.	Owners
Columbia	July 4, 1843.	Stranded.	Cunard
City of Glasgow	Mar. 1, 1854.	Missing.	Inman
City of Philadelphia	Sept. 14, 1854.	Stranded.	Inman
City of New York	Mar. 29, 1854.	Stranded.	Inman
Glasgow	July 31, 1856.	Burnt.	Inman
Scotland	Dec. 3, 1856.	Collision.	National
Chicago	Jan. 12, 1858.	Stranded.	Gulion
City of Boston	Jan. 21, 1870.	Missing.	Inman
Tripoli	May 17, 1872.	Stranded.	Cunard
Colorado	Feb. 7, 1872.	Collision.	Gulion
Atlantic	April 1, 1873.	Stranded.	White Star
City of Washington	July 5, 1873.	Stranded.	Inman
Dakota	May 19, 1877.	Stranded.	Gulion
Idaho	June 1, 1878.	Stranded.	Gulion
Montana	Mar. 13, 1880.	Stranded.	Gulion
City of Brussels	Jan. 7, 1883.	Collision.	Inman
Oregon	Mar. 14, 1886.	Collision.	Cunard
City of Montreal	Aug. 11, 1887.	Burnt.	Inman
Egypt	July 16, 1890.	Burnt.	National

* The wreck was towed into Liverpool but its subsequent fate is not known to us.

We are further told:—"It is probable that the crew's wages, including officers, amounts to about £400, and provisioning to over £3,000, and coals to about £1,500. That is, £5,000 roughly for a single passage (not a round voyage), and this does not include insurance, interest, or depreciation on her purchase money, which are enormous items, considering that in ten years the favourite of to-day will be considered very poor compared with the crack ship of the future."

At a recent meeting of the Sunderland Shipowners' Society, Mr. Friend, secretary of the North of England Seamen's Society, attended, and made some very sensible remarks, with which many of our readers will agree:—

Mr. Friend said the difficulty was that the owners had thought it right to form what they called a labour agency, for the purpose—so the men thought—of depriving them of the opportunity of making their living as Union men. The Union men thought that the owners had formed the Federation for the sole purpose of crushing out their Union. That opinion had been supported by the declarations of some of the owners. The large majority of the seamen would stand by their Union almost at any cost. In some cases lads had been sent on to ships who had not more than eighteen months or two years' experience, and therefore could not be competent men. The lives of the Union men were jeopardised by being sent to work with such hands. When a vessel got to sea and the new hands turned out incompetent, the result was that the work had to be done by the competent men. The Union men were bound to have had four years' experience before they could be acknowledged as A.B.'s by the Union. In reply to questions as to the deserting of ships by Union men, he referred to the manner in which the Union had punished men who had deserted the Lambton ships. He suggested that the owners, as in the case of the Lambton Company, should notify to the Union the names of the men who deserted.

The January number of the *Dockers' Record*, among other interesting contents, has excellently executed portraits of Mr. J. D. Fitzgerald, the Australian Labour delegate, Mr. Edwin James Hurmby, the

Dockers' district secretary for the Northern division, and Mr. Edwin H. Kerwin, one of the dockers' officials in London. The portraits are accompanied by pithy biographies. For want of space we cannot quote from them.

Here is rather an amusing yarn:—

Years ago, when war in all its red horror was raging in the east, and the story of the "Gallant Six Hundred" was in its first freshness, firing the imaginations of heroic youths, it happened that a large merchant (he weighed 18 stone) of Valparaiso got married. The day previous to the realisation of his mundane felicity, a certain brig had arrived in port from round the "Horn" famous for storms, sleet, snow, and icebergs. Naturally enough our merchant's managing man conceived the happy idea of borrowing some flags from her commander for the purpose of decorating the house, and future home of the happy pair, and as the vessel was consigned to the firm of which the benedict was the principal, as a matter of course the request was cheerfully complied with. As ill-luck would have it, the brig had encountered very heavy weather off the coast of Patagonia, and was at one time almost in a sinking state. Her commander, Capt. Trick, had been compelled to signal for assistance from a barque bound to Iquique, further northward, and the flags were sent ashore just as they were unbent from the signal halyards on the occasion referred to. In this manner they were again hoisted over the heads of the newly united turtle doves. The merriment caused amongst the seafaring folks (who took good care not to keep the secret to themselves), may be imagined, when I explain that the signal was the one hoisted on sighting the barque, and read, "Lie close alongside me during the night."

YARNS.

CLVI.

THE TWO LOVERS.

I.

"Ye'd better leave ma lassie alane—or I'll mak ye!" angrily hissed a youthful Scotch ploughman to another of the same craft.

The individual accosted, who was taller and stronger looking than his adversary, responded with equal temper, "I'll no leave her alane, for I'm mair tae her nor ye are! An' about 'makin' me dae onything, jist try yer han' on at it!"

Tam Porteous and Alick Ramsay were both enamoured of bonny Kirsty Blaikie, the beauty of the Lowland village of Brosieburn. The maiden, who was a desperate flirt, wickedly carried on with the pair of her lads. Sometimes Tam was prime favourite, and was allowed to escort her home from the kirk; again it was Alick's turn to be graciously smiled upon. The youths had been schoolfellows, and afterwards inseparable pals, but that potent emotion, jealousy, had latterly estranged them entirely. Alick, however, was physically and intellectually superior to his rival, and Tam contented himself merely with launching at him the blackest of scowls. The evening, which was bright moonlight, however, when our story begins, Porteous was mad with drink, and he tackled his foe in a fashion that he hardly would have attempted had he been sober.

The dispute between the youths ended in blows. After a brief encounter, Porteous had to give in, as Ramsay had severely mauled his countenance. Then the former, with a vicious look in his eyes, shouted, "Ye villain, if I canna fecht ye, I'll knife ye!" at the same time producing a murderous clasp "gullie."

Ramsay, undaunted, looked steadily at his opponent, and spoke, "Daur ye tae threaten me with a weapon, ye coward?"

Porteous's response was to make a savage lunge with the knife, which caught Ramsay in the arm, and cutting through his mole-skin sleeve, inflicted a deep flesh wound that bled profusely.

In a fit of excusable passion, the injured man picked up a heavy stone from the roadway and dashed it with all his might at his enemy's head.

Porteous, stunned, fell backward without a sound escaping his lips, while blood spurted from his nostrils.

For a minute Ramsay occupied himself with binding up the cut on his arm with his handkerchief, and then he gave a sudden start as his eyes lighted on the face of his fallen foe, which looked ghastly in the extreme in the moonlight.

The youth, now sobbing like a child, tried ineffectually to rouse the unconscious Porteous. Then Ramsay said wailingly to himself, "Eh me, I'm feared I've killed him, pur chap; bit his daith's been nane o' ma seekin', an' little o' ma blame. Eh, Kirsty, Kirsty, this is a' on your account! I wadna hae touched a hair o' Tam Porteous's heid for a' the bonny lassies in the world; bit, wae's me, it canna be helpit noo! Nasbody saw it done, an' if I'm catched, it's the rope roun' ma neck. I canna say that I've murder on ma conscience, bit there's only ae thing I can dae, an' that's tae flee."

Alick Ramsay furtively returned to his bothy and made up a bundle of a few articles of clothing; then carefully avoiding all the loungers about, he stepped softly to Kirsty Blaikie's father's door and gave a low whistle.

In response to the summons, the maiden appeared.

In sad accents Ramsay said, "Kirsty, I maun leave ye; I'm gaein' fur awa. Wad ye like me tae write tae ye?"

Kirsty replied carelessly and saucily, "Ye're gaein' awa, are ye? Weel, ye can write if ye like, I'm no muckle heedin'."

"Are ye no sorry, Kirsty?"

"Sorry, what for? I've aye gotten Tam Porteous left."

With a shudder Ramsay gloomily and significantly replied, "Maybe ye hinna gotten Tam, for a' ye ken!"

"Weel, I'll get some ither body, then. Ye mauna' think that you twa are the only lads in the kintra side."

"Fareweel, Kirsty," said Ramsay, as he turned on his heel. The wretched fellow bitterly muttered to himself, "Wae's me, an' has a decent lad like pur Tam Porteous been killed through a hairless jade like that! Eh Tam, Tam, if ye could only come tae life again, ye could have fifty Kirsty Blaikies for me!"

The sky was now overcast, and rain came down in torrents, as the miserable, remorseful and heartsore Alick Ramsay, carrying his bundle, tramped rapidly along the main road leading to the coast.

II.

One or two sentences are necessary to narrate the causes that led up to the bombardment of St. Jeanne d'Acre on Nov. 3, 1840.

The Khedive of Egypt, the famous Mehemet Ali, mainly through French intrigue, had quarrelled with his superior the Sultan of Turkey. The Turkish Admiral Achmet, who had been dispatched to make it warm for the Khedive—deserted with all his fleet, and attached himself to the latter dignitary.

Mehemet, relying on the assistance of France, declared war, and sent Ibrahim

Pasha with a strong army to Syria. At the last moment, our Gallic neighbours backed out of the turmoil, and Britain and Austria considered it necessary to assist Turkey to put down the rebellion. Among other of the Syrian seacoast towns, the strong fortress of Acre required to be taken. Admiral Stopford was in command of the attacking fleet, but he left his flagship the *Princess Charlotte*, and directed operations from the *Phoenix* steamer (the first time steam power was utilised in action). It was a tremendous bombardment, in the course of which a shell ignited the powder in one of the enemy's magazines, which blew up with a terrible explosion. Firing ceased on both sides late in the afternoon, the batteries of Acre having been effectually silenced. The loss of the allied fleet was small, but the enemy had over two thousand killed.

Immediately large parties of sailors and marines were landed from the ships, for the purpose of taking possession of, and investing the fortifications.

A detachment of sailors and marines, accompanied by a Cypriote who had been taken prisoner by the Egyptians, and who now volunteered his services as an interpreter, after capturing a number of the enemy, came across the badly wounded Youssouf Aga (Colonel Schutz, a Pole), the foe's principal engineer officer. Then the Greek linguist, pointing out a handsome, stalwart, bronzed fellow, dressed in loose trousers, white tunic and fez, cried out to the lieutenant in command, "Sir, dat is Sheik Elik Ramsi, de very debble himself, who was in charge of one of de batteries dat fired de longest!" The Sheik, who never uttered a word, and made no resistance, handed his scimitar to the officer, and the latter ordered a sergeant of marines with a file of men to conduct the prisoner to the rear.

The sergeant, who, as his accent showed, was a Caledonian, marched the men smartly off, when the Sheik electrified the trio by exclaiming in the broadest Scotch, "Ca cauny, suir glut, mon, I've gotten a sair foot!"

"Guid God!" exclaimed the man of stripes, as he looked the captured party in the face; "a countryman! Whaur dae ye come frae, an' what are ye daein' amang the Egyptians?"

"Weel," responded the Sheik, "I'm a native o' the village o' Brosieburn, if ye've heard o'd!"

"Brosieburn!" ejaculated the sergeant, "I'm a Brosieburn mon mysel!" Then narrowly scanning the features of the captive, he cried, "Man alive, what on airth's yer name?"

"Weel," answered the Sheik, with a smile, "The Egyptians ca' me Elik Ramsi—which in Scotch is Alick Ramsay, ye ken!"

The sergeant, with his eyes staring out of his head, spoke excitedly—"Ma name's Tam Porteous. I'm thinkin' ye weel mind o' me! Alick, man, I'm richt glad tae see ye again. Gie's yer han'!"

"An' yer no deid, Tam," cried the Sheik in tones of relief, as in vice-fashion he grasped the sergeant's outstretched paw. "Man, I'm sae thankfu'!"

"About yon business?" responded Porteous; "weel, I had tae keep till ma bed for a day or twa ower'd;" then, touching his forehead, he continued, "jist a wee bit mark, that's a'!"

"An' Kirsty Blaikie?" inquired the Sheik.

"Man," said Sergeant Porteous, but

without a trace of concern, "when the lass heard about the on-gaein', she said we were born fules tae fecht ower her, as she didna' care a preen for either o' us. She mairrit young Simpson, the grocer's son, a month or twa afterwards—an' a bonny life I hear she leads him. Weel, like the born idiot that I was, I took the thing tae hairt, an' gaed an' 'listed, an' here I am."

"Ma story's about as short," responded the Sheik. "I thoct I'd killed ye, an' was feared I'd be hanged for't, sae I hookit it off. Then I got on board a steamer as trimmer, an' cam oot tae the Levant, whaur I've been maistly since. Twa years ago I joined the Egyptian Artillery, under a French chap o' an officer, an' got promoted—an' here I am tae. This day I sair rued fechtin' against ma ain countrymen, but I couldna help it. Sae get yer men wi' their fixed bag'nets tae tak me tae a placie I'll pint oot, whaur we'll a' hae a bit tastin' ow're this happy meetin'."

Needless to say, there was intense amusement among the officers and men of the British fleet when they became aware of the fact that the doughty artilleryist Sheik Elik Ramsi was a Scot.

Ramsay was permitted to depart in a vessel hailing for Portsmouth, and shortly afterwards Sergeant Porteous returned home in his ship.

The ex-Sheik, who had saved a bit of money, purchased his old comrade and rival's discharge from the Royal Marines. Then the pair went out to Canada, started farming, and afterwards got married. They have long been dead, but several of their children are at present living in the Dominion.

No matter how poor the astronomer may be, he is always looking up in the world.

First visitor (at realistic wax-figure show): "Are you wax?" Second visitor: "No, are you?"

Judge: "What is this man charged with?"

Officer: "Electricity, your honour. He stole a battery."

"It strikes me," said the man who was out collecting bills, "that I get a good many short answers."

Many men resemble the moon, not only in being out all night, but also in being brightest when they are full.

When a man and woman have been made one, the honeymoon is the time spent to find out which is that one.

Intoxicating drink may have its origin in a still, but it becomes exceedingly noisy before the close of its career.

Street car conductors should not be expected to accept less than the established price for a ride. It wouldn't be fare.

The most bashful girl ever heard of was the young lady who blushed when she was asked if she had not been courting sleep.

A Nevada forest is said to be so vast and impenetrable that many travellers have been lost in the mere contemplation of it.

An old sailor remarked that there is one advantage in Arctic exploration. In the face of the gravest perils one can always keep cool.

"My wife is the queen of the tea-table," remarked a host to a friendly visitor. "And she never reigns but she pours," was the quiet reply.

"I'me's money," growled the disappointed creditor. "Well," replied the persecuted debtor, "haven't I always said I'd pay in time?"

"How does your girl treat you, John?" asked the mother. "She doesn't treat me at all, mother, I am obliged to treat her every time."

Clerk of the court: "Owen Doherty! Are you Owen Doherty?" Prisoner, with a merry twinkle in his eyes: "Yes, begorra, I'm owin' everybody!"

Two negatives from a photographer do not make an affirmative. They only make it more difficult to make up your mind which to have your dozen from.

"You shouldn't smoke so many cigars; each one is a nail in your coffin." "That's all right. I'll have it so full of nails pretty soon that there won't be any room for me."

You never hear the bee complain,

Nor hear it weep nor wail;

But if it wish, it can unfold

A very painful tail.

SEAFARING MEN SHOULD JOIN WITHOUT DELAY, AS SHIPOWNERS ARE TRYING TO CRUSH THE SAILORS' AND FIREMEN'S UNION

Great Britain, Ireland & other Nations.
Telegraphic Address: "AGITATORS, LONDON."

PRESIDENT:
SAMUEL PLIMSOLL, Esq.

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To provide for the safety of Ship's Work;

To provide a good Class of Men, who shall be on board at the appointed time, and in a sober condition, ready for work;

To provide assistance in case of Illness, Accident, and Shipwreck; and

To provide Legal Assistance for all Claims and defences.

Full particulars may be had of any of the Secretaries, whose names and addresses are:—

AARHUS.—F. T. Lehmann, Norregade No. 21.

ABERDEEN.—Jas. C. Thompson, 49, Marischal-street, secretary; J. S. Watt, Esq., advocate, 7, King street, law agent. Meeting, in the Offices, 49, Marischal-street—contributions, 7 p.m.; business, 8 p.m., every Monday evening.

AMBLE.—G. H. Guthrie, 27, Broomhall-street, via Ackington.

AMSTERDAM.—H. Wienhuizen, Waterloo Plain, secretary.

ANTWERP.—

ARBROATH.—J. Wood, 17, Ferry-street, Montrose.

ARDBROSSAN.—W. Galbraith, 59, Glasgow-street.

ARKLOW.—P. Bolger, Main-street.

BABROW-IN-FURNESS.—E. Clayton, 21, Hindpool-road. Meeting, Monday evening, 7 p.m., at office.

BARRY DOCK.—J. Harrison, 34, Sydenham-street, near Shipping Office, Barry Dock, secretary; J. H. Jones, Esq., St. Mary-street, Cardiff, solicitor; Dr. Gore, medical officer, High-street, Barry; R. R. Golden, Station-road, Barry Dock, delegate. Meeting, Thursday evening, 7.30, at the Barry Hotel, near Barry Railway Station.

BELFAST.—R. Price, 41, Queen-square.

BIRKENHEAD.—D. J. Kenny, 12, Taylor-st., sec.; —, outside delegate; W. A. Tetlow, Esq., solicitor. Meeting, every Wednesday at 7.30.

BLUTH.—James Heatley, 9, Market-street. Meeting, Tuesday evening, 7 o'clock, at Mr. Thompson's Cocoa Rooms, Waterloo, Blyth.

BO'NESS.—F. F. Gant, Pierhead. Office hours, 9 a.m. to 5 p.m.

BOSTON.—Mr. Symonds, Castle Tavern Church-street, agent; W. Bennett, 14, South-street, King's Lynn, secretary.

BREMENHAVEN.—F. Fintchens, Buergermeister, Sinit Strasse, secretary.

BRISTOL.—T. J. Dancy, 41, Prince-street, Queen's-square, sec.; Dr. Walker, 115, New Cut, medical officer; Captain Langdon, 69, Queen-square, treasurer; C. Jarman, delegate. Meetings every Monday, 7.30, at The Ship, Redcliff Hill.

BURNTISLAND.—Jas. Moody, 12, Somerville-street, secretary, who is to be found at the office till 9.30 p.m. any night; Alexander Mackintosh, Esq., 41, High-street, law agent. Meeting, every Monday evening at 7 p.m.

CARDIFF.—John Gardner, Sailors' Union Institute, West Bute-street, secretary Dr. De Vere Hunt, Westbourne-crescent, medical officer; J. H. Jones, Esq., St. Mary-st., solicitor. Dr. Hunt attends at above Institute daily at noon.

COPENHAGEN.—Victor Backe, secretary, Scandinavian Department Office, Ostergade 32 Thalia; postal address, 10, Classensgade, Copenhagen; telegraph address, "Victor, Copenhagen." Meeting, Wednesday evening.

CORK.—Michael Austin, 6, Patrick-street.

DOVER.—Albert Martin, 13, Commercial Quay, Charlton, sec. Meeting, 13, Commercial Quay.

DROGHEDA.—Thos. McKevitt, Quay-st., Dundalk, sec. Agent in Drogheda, T. Fitzgerald, 6, North Quay, Drogheda. Meeting, Friday, 7.30, p.m.

DUBLIN.—M. Bolger, 50, Seville-place, Meeting, Friday evening, 7.30 p.m.

DUMBARTON.—J. McNea, Kirk-street, agent.

DUNDALK.—Thos. McKevitt, Quay-street, secretary. Meeting, Tuesday and Thursday.

DUNDEE.—C. W. Millar, Mariners' Hall, 48, Candle-lane, sec.; Messrs. Cowan & Dunbar, 3, Reform-st., Dundee, solicitors. Meeting, Monday, 7.30.

DUNGBAYAN.—P. Power, 5, St. Mary-street.

FLEETWOOD.—J. Davidson, Sailors' and Firemen's Union, corner of Dock and Albert-streets, secretary; F. Addie, Esq., solicitor. Meeting, Wednesday evening, 7 p.m.

GRAVESEND.—John Degin, secretary, Plimsoll House, The Terrace, Gravesend. Meetings, Monday, 7.30 p.m., at same address.

GLASGOW.—J. D. Boyd, 13, James Watt-street, secretary; R. A. Rennie, Esq., 146, West Regent-street, law agent. Meeting, Thursday 7.30, at 102, Maxwell-street. Telephone 3184.

GOOLE.—W. R. Chappell, 24, Booth Ferry-rd., Goole, sec.; R. W. E. Whitehead, Esq., Bowlalley-lane, Hull, solicitor. Meetings, Tues. and Fri., 7.30.

GRANGEMOUTH.—Edwin Cowie, Seamen's Union 6, South Charlotte-street, secretary. Office hours, 9 a.m. to 5 p.m. (Saturdays, 9 a.m. to 1 p.m.) Wm. M. Anderson, Esq., Grange-street, solicitor. Meeting, Monday, 7 p.m.

GRAYS.—Wm. Wall 18, Charles-street. Meeting every Wednesday 7 p.m., at the Queen's Hotel, High-street. Mr. James Longman, president.

GREAT GRIMSBY.—Wm. Young, Unity House, 1, Kent-st., secretary; Geo. Ide, outside delegate; R. W. E. Whitehead, Esq., Bowlalley-lane, Hull, solicitor. Meetings, Monday and Friday, at 7 p.m.

GREAT YARMOUTH.—Charles Albrough, Pier Plain, Gorleston. Meetings at 7, Friars-lane, every alternate Monday evening, and at 121, High-st., Gorleston, every alternate Monday.

GREENOCK.—G. McNaught, 16, East India Breast.

HAMBURG.—H. Gehr, Hafenstrasse 79, secretary; C. Stoemer, outside delegate.

HARWICH.—George Stewart, sec., Ship Inn, King's Quay-st. Meeting, Friday, 7 p.m.

HULL.—J. Hill, Unity Hall, and 11, Posterngate, sec.; T. Carr and A. Clark, outside delegates; R. W. E. Whitehead, Esq., Bowlalley-lane, solicitor; Rev. W. R. Welch, hon. chaplain. Meeting nights, Tuesday and Friday, at 7.30, in Unity Hall. Office, 11, Posterngate. Fishermen's Section, 65, West Dock-avenue; J. Lee, secretary. Meeting, Monday, 2.30 p.m.

KING'S LYNN.—Wm. Bennett, Seamen's Union Offices, St. Ann-street, secretary. Meeting Monday evening, 8 p.m., at Royal Standard, County Court-road.

LEITH.—Robert Smith, Seamen's Union Offices, 15, Commercial-street (opposite Shipping Office), secretary; W. J. Haig Scott, Esq., S.S.O., Constitution-street, Leith, solicitor; Gilbert Archer, Esq., J.P., treasurer; Mr. James Brown, outside delegate. Meetings held on Tuesday evenings, at 7.30 p.m., in Lifeboat Hall, Blackburn-buildings, Tolbooth Wynd, Leith. Telephone No. 355.

LIMERICK.—W. McMillian, sec. (pro tem.), 68, Colony-street.

LIVERPOOL (Branch No. 1).—S. G. Brown, Malakoff Hall, Cleveland-square, sec.; George Garrett and W. H. Noble, outside delegates; W. Atcherley Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor. Meeting, Monday evening, 7.30, in Malakoff Hall.

LIVERPOOL.—(Branch No. 2).—T. Connarty, 133, Derby-rd., Bootle, sec.; W. A. Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor.

LIVERPOOL (Branch No. 3).—J. Conway, 19, Stanhope-street, South Docks.

LIVERPOOL (Branch No. 4).—P. Marmion, secretary, 12, Boundary-street, North End, close to Shipping Office. Meeting, Wednesday, 7.30.

LIVERPOOL (Tug and Ferryboat Branch).—Meeting Malakoff Hall, Cleveland-sq., Wednesday evening, 6.30. Delegate, J. Roscoe.

LONDON (Rotherhithe and Deptford Branch).—C. Wykes, 2, Chichester Villas; Lower-road, Deptford, secretary. Meeting, Monday evening, 7.30 p.m., at Chichester Tavern. Office hours, 10 a.m. to 6.30 p.m., and every Thursday till 7.30 p.m. R. Mathews, outside delegate. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor.

LONDON (Tidal Basin).—F. Fowler, opposite Shipping Office, Tidal Basin, E. Meeting, Friday evening, 8 o'clock. Dr. Moir, 168, Victoria Dock-road, medical officer. Telephone No. 5214. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor.

LONDON (Tower Hill).—J. Wildgoose, secretary, 17, King-st. (over Lockhart's Cocoa Rooms). Meeting every Tuesday evening, in the office, at 8. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor.

LONDON (Green's Home Branch).—A. Mercer, 5, Jeremiah-street, East India-road, E., secretary; Dr. Hope, medical officer; T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor. Meeting, Thursday evening, 8 p.m., at Wade's Arms, Poplar. Telephone No. 5213.

LONDON (Tug-boat Branch).—G. Donaldson, 10, Cold Harb. Blackwall, secretary. Office hours, 9 a.m. till 4 p.m., and 7 p.m. till 9 p.m.

LONDONDERRY.—A. O'Hea, 27, William-street.

LOWESTOFT.—J. Linder, assistant sec., 4, St. George's-terrace, Lorne Park-road, South Lowestoft.

MALMO.—Axel Danielson, Norregation No. 33.

MARYPORT.—J. Smith Elliott-yard, Senhouse-street, secretary, resides on the premises where he can be seen at any time. Meeting Monday evening 7 p.m.

METHIL.—Wm. Walker, Commercial-street.

MIDDLESBRO.—George Cathey, Robinson's Market Hotel, Market-place, secretary; Dr. Ellerton, 38, Gosford-street, medical officer; J. J. Bentham, Esq., 68, John-st., Sunderland, solicitor; William Jackson, outside delegate. General meeting, Monday, 7 p.m., at Robinson's Market Hotel committee meeting, Thursday evening, at 7 p.m. Telephone No. 5127.

MONTROSE.—John Wood, 17, Ferry-street. Meeting, Monday evening, 7.30, at office.

NEWCASTLE-ON-TYNE.—John Mansell, 5, Broad Chare, Quay-side; H. W. Newton, Esq., 2, Elliason-place, medical officer; R. Jacks, Esq., King-street, South Shields, solicitor; Meetings, Mondays and Fridays, at Lockhart's Cocoa Rooms, Side, 7 p.m.

NEWPORT (Mon.).—F. Gilman, 31, Ruperia-street, secretary; Dr. Pratt, Ruperia-street, medical officer; Digby Powell, Esq., Dock-street, solicitor; Mr. G. Campbell, outside delegate. Meeting, Thursday evening, 7.30, at Tradesmen's Hall, Hill-street.

NEWRY.—D. Lennon, agent, Dublin-road. T. McKevitt, Quay-street, Dundalk, secretary. Meeting, Wednesday, 2 p.m.

PETERHEAD.—T. D. Rennie, 66, Queen-street, sec. Office hours, 8 a.m. to 8 p.m. Wednesdays 8 a.m. to 2 p.m. Saturdays urgent business only. Meeting, 50, Broad-st., first Tuesday in month at 8.

PENARTH.—J. Harrison, 34, Sydenham-street, near Shipping Office, Barry Dock, secretary; J. Cox, 26, Olive-crescent, Cogan, Penarth, delegate; J. H. Jones, Esq., St. Mary-street, Cardiff, solicitor; Dr. De Vere Hunt, medical officer, Westbourne-crescent, Canton Bridge, Cardiff, attends daily at the Union Offices, Cardiff, at noon, for Penarth members. Meeting, Thursday evening, 7.30 p.m., at Barry Hotel, Barry, opposite Barry Railway Station.

PLYMOUTH.—D. J. Evans, N. S. & F. U. Office, Forester's Hall, Nottle-st., sec.; F. Cecil Lane, Esq., 1, George-st., Plymouth, solicitor. Meetings, Tuesday evening, 7 p.m., at the office.

PORT GLASGOW.—G. McNaught, 16, East India Breast, Greenock.

PORTSMOUTH.—W. Thorburn, 38, St. John's-road, Threatham.

ROTTERDAM (Holland).—J. R. de Vries, secretary. Office, Wester Kade, No. 2, near Sailors' Home and Shipping Office.

RUNCORN.—T. H. Thompson, Waterloo Hotel, Top Locks, agent.

SEAHAM HARBOR.—Richard Raine, Duke of Wellington Hotel, Railway-street, South.

SHIELDS (South).—D. Clement, Seamen's National Union Hall, Coronation-street, secretary; G. Cowie, assistant secretary; Dr. Robson, medical officer, 1, Regent-street; solicitor, R. Jacks, Esq., 72, King-street. Meeting nights, Monday at 7 p.m.; committee meeting, Friday night, at 7 p.m. Sub-Branch—J. Longin, river secretary Redhead's-buildings, Corstorphine Town, near Tyne Docks entrance. Office hours, 9 till 4.

SHIELDS (North).—W. Brown, 8, New Quay, secretary; Dr. Robson, medical officer; R. Jacks Esq., solicitor. Meeting, Monday, 6.30 p.m.

SOUTHAMPTON.—T. Chivers, Old Skating Rink, Bell-st., secretary; Lieut. Tankerville Chamberlayne, R.N.R., Weston-grove, president. Meeting, Tuesday evening, 8 p.m.

STOCKTON-ON-TEES.—E. Page, sec.; John Hodgson, Palatine Hotel, treasurer. Meeting, Monday evening, at 7 p.m., in the Palatine Hotel.

SUNDERLAND.—W. Lonsdale, secretary, Prospect-row, near Shipping Office. J. Henderson, outside delegate. Meeting, Monday evening, 7 p.m., at Lockhart's Cocoa Rooms, High-street West. Dr. Wood, 32, Frederick-street, and Dr. Burns, Holy-terrace, medical officers; J. J. Bentham, Esq., 68, John-street, solicitor.

SWANSEA.—R. Thomas, Colosseum Hotel, Wind-st. WALLSEND.—Septimus Johnson, 17, Third-street, Palmer's Buildings.

WATERFORD.—J. Ayton, 82, Quay. WEST HARTLEPOOL.—J. Leahy, Russell's Buildings. Meeting, Friday evening, at 7 p.m., at office.

WEXFORD.—P. O. Dwyer, Main-street.

WICKLOW.—Thomas Gregory, Main-street.

WHITBY.—Paul Stamp, agent, Fleece Inn.

WHITSTABLE.—J. Donovan, Harbour-street, secretary; J. Tooke, Faversham, agent.

WHITEHAVEN. } John Smith, Maryport.

WORKINGTON. }

YOUGHAL.—J. Collins, Braun-street.

P. WOMERSLEY,
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NORTH OF ENGLAND SAILORS' &
FIREMEN'S ASSOCIATION.

HEAD OFFICE:

Central Coffee Tavern, High Street West,
SUNDERLAND.

General Secretary, **H. FRIEND.**

BRANCHES.

SOUTH SHIELDS, 6, Commercial-road, Mill Dam;
 E. Cathey, Branch Secretary.

TYNE DOCK, 26, Redhead's-buildings.

NORTH SHIELDS, 27, Duke-street; J. R. G. King,
 Branch Secretary; A. Rutherford, District Sec.

Members of the above Association can pay their contributions at any of the above Offices, or at any Branch of the Amalgamated Sailors' and Firemen's Union of Great Britain, Ireland, and other Nations.

By Order,

H. FRIEND, General Secretary.

NOTICE TO BRANCH SECRETARIES.

Watch all Sailing Colliers hailing from Dublin; several are manned with scabs.

P. COMERFORD,
 Secretary, Arklow.

SAILORS' AND FIREMEN'S UNION NOTICES.

LEVIES.

TO BRANCH SECRETARIES.

The following Branches have unanimously resolved to make a levy of 10s. upon each member for a special fund for strike purposes, whereby each member who so contributes will be entitled to 8s. per week in addition to the strike pay sanctioned by the rules. Branch secretaries are therefore requested to at once collect the levy from all members of Branches which have passed the resolution in favour of the same:—

Aberdeen
 Arbroath
 Barry
 Birkenhead
 Blyth
 Bootle
 Bristol
 Cardiff
 Deptford & Rotherhithe
 Drogheda
 Dublin
 Dundalk
 Dundee
 Goole
 Grangemouth
 Grimsby
 Hull
 King's Lynn

Liverpool
 Londonderry
 Middlesbro'
 Montrose
 Newcastle-on-Tyne
 Newport
 Newry
 Peterhead
 Plymouth
 Seaham Harbour
 Shields (North)
 Shields (South)
 Stockton
 Sunderland
 Swansea
 West Hartlepool
 Whitby

Levies from non-local members should be specially marked on the non-local receipts, and remitted each week with non-local moneys. Levies collected from local members should also be remitted to Head Office each week, and entered on the income and expenditure sides of weekly returns.

Any Branch which may not already have decided upon the levy, can do so by passing a resolution in favour of the same, and forwarding it to me, whereupon the names of such Branches will be inserted in the above list.—By Order, J. H. WILSON, General Secretary.

TO SECRETARIES AND DELEGATES.

The following is a list of vessels which have shipped Federation or blackleg crews: s.s. *Bernicia*, s.s. *Newminster*, and s.s. *Beeswing*. All members are requested to give them a wide berth until the owners concede our demands.—By Order of the Executive Council.

BRANCH SECRETARIES

Are requested to send to SEAFARING the names of all vessels in which "Free Labour" crews are engaged, in order that Union men may beware of them.—By Order, J. H. WILSON, General Secretary.

BOOTLE BRANCH.

The mother of P. Doyle, 1,638, Bootle Branch, will be glad to hear any news of him at 105, Bangor-street, Bootle, near Liverpool.

This Branch has removed to 133, Derby-road, Bootle, Liverpool.

BURNTISLAND BRANCH.

All Branch Secretaries and Delegates are requested to keep a look out for Wm. Toshack, fireman, No. 647, of this Branch, who went blacklegging on the North British Railway at time of railway strike, and who is now expelled from the Union.—JAMES MOODIE, Secretary.

CARDIFF BRANCH.

Sailors and Firemen of the A. S. & F. Union seeking employment are warned to keep away from Cardiff, as the port is already much over-stocked with men.—JOHN GARDNER, District Secretary.

COPENHAGEN BRANCH.

The office of the Copenhagen Branch is removed to Ostergade No. 32, Thalia, Copenhagen.—VICTOR BACKE, Secretary.

DUNDALK BRANCH.

Secretaries giving new cards to any members of Dundalk, Drogheda, or Newry Branches will please send for their correct number and Branch to THOS. McKEVITT, Quay-street, Dundalk, Secretary.

DUBLIN BRANCH.

On and after Monday, Jan. 12, 1891, all communications to be addressed to the secretary, Michael Bolger, 50, Seville-place. Meeting night, every Friday, at 7.30 sharp, at 50, Seville-place, Dublin.—MICHAEL BOLGER, Secretary.

LIVERPOOL (Tugboat) BRANCH.

All Tugmen are desired to keep away from Liverpool during dispute with Liverpool tug-owners. Union Sailors and Firemen keep this in mind.—SAMUEL G. BROWN, Secretary.

ROTHERHITHE BRANCH.

Members of the Deptford Branch are requested to pay up their entrance fees and contributions at once, also the 10s. levy. Any member not complying with this notice will be fined accordingly.—C. WYKES, Secretary.

GARSTON DISPUTE.

All sailors and firemen are requested to keep away from Garston pending a settlement of the present struggle.—WM. NICHOLSON, District Sec.

Communications arriving so late as Thursday cannot be guaranteed insertion.

Seafaring.

SATURDAY, JANUARY 31, 1891.

SHIPOWNERS CONFESS DEFEAT.

"We stated the other day that the Shipping Federation had sustained a somewhat nasty fall at Hull. If we wanted any confirmation of the fact, it is to be found in the speeches of Mr. J. H. Wilson, the general secretary of the Sailors' Union. He was speaking the other day at Hull, where the free labour movement has received a distinct check," says the *Shipping Gazette* of Jan. 26. As that paper notes, Mr. Wilson, on the occasion referred to, remarked that the shipowners of Hull had shown themselves "men and gentlemen." Then the *Gazette* goes on to say that "it is quite clear that he would not pay these compliments to the Hull shipowners unless there was some reason for it. That reason, of course, is to be found in the fact that the efforts of the Shipping Federation to establish the principle of free labour at Hull failed lamentably, owing to the want of principle displayed by certain people at Hull who were themselves members of the Shipping Federation." Next we are told by the *Gazette*—"Altogether, the Sailors' Union is probably not very far out when it says that the free labour cry is dead so far as Hull is concerned. It certainly is for the moment." That open confession is good for the soul, and that even employment so congenial to the *Gazette* as attacking seamen is apt to grow monotonous, this shipowners' organ seems to have discovered, for it proceeds to admit—"We know now that Mr. Furness won the election at Hartlepool by 298 votes. He therefore owes his seat to the support of members of the Sailors' and Firemen's Union, who were satisfied with his promises." Nor is this all. The *Gazette* frankly adds—"Bad as matters may be at Hull, it looks, on the face of it, as if free labour has not very much to hope for at Hartlepool, especially from its new Parliamentary representative," who, the *Gazette* "believes," is a member of the Shipowners' Federation. Such confessions as these are highly creditable to the *Shipping Gazette*, and

should be no less comforting to any Union men who may be faint at heart over the boasts of the Federation. That Mr. Furness owes his return to the Sailors' Union, others besides the *Shipping Gazette* have discovered, and amongst those others Her Majesty's Government, who, by way of revenge, defeated last Wednesday night the Bill brought into Parliament by Mr. Robertson "to legalise the general principle, subject to certain specified exceptions, that no combination should be treated as criminal unless it contemplated a criminal object, and to define intimidation as meaning and including only such intimidation as would justify a Justice of the Peace, on complaint being made, to bind a person so intimidating to keep the peace." This principle was years ago assented to by the Tories, but the Tories of to-day, to revenge Hartlepool, declared against it. Perhaps it is a similar spirit of revenge that actuates the Government in allowing police to be employed at the docks in London to overawe Union men; and possibly the insane threat of the Government to exclude Union men from the Naval Reserve is also dictated by resentment. That Union men ought to belong to the Naval Reserve we have considerable doubt, as it appears to us that the persons who benefit by this country being defended ought to defend it themselves, and those persons are not the seamen but the capitalists. So long as the country refuses seamen justice, so long seamen might refuse to fight its battles. If this country were conquered to-morrow, the seamen could be no worse off than they are, therefore seamen should think twice before volunteering to defend the property and persons of the tyrants who coin gold out of the blood of their seamen, and the tears of their widows and orphans. At any rate, two can play at boycotting, and if Union men play at it in the case of the Naval Reserve, there will soon be no Naval Reserve at all. That is a risk no Government will face, so such a threat may be regarded merely as evidence that Her Majesty's Ministers are very angry, and have lost their heads for the moment, just as the shipowners are demoralised by their defeat in the case of *Wilson v. Fairplay*—which defeat has, by-the-by, brought upon Mr. Wilson a shower of congratulatory telegrams from all parts of the world, and enormously strengthened the Union. The Shipowners' Federation, on the other hand, appears to be falling to pieces, and meeting with defeat after defeat. Even blacklegs are frequently to be found utterly disgusted with it. The London daily papers publish every word its manager has to say in its defence, and carefully exclude Mr. Wilson's crushing retorts; yet the truth comes out, and truth will prevail. Captain Armit, R.N., who recently resigned the post of Labour Master under the Federation, ought to know what the Shipping Federation is, and he gives a very bad account of it indeed. On the other hand, the Sailors' and Firemen's Union is full of hope and confidence. From all quarters we hear that its members, aware of the value of their organisation, are determined to defend it at all costs. And well indeed they may. It is a cause worth defending with their lives—far better worth than the shipowners' property, for which seamen give their lives daily without a murmur. If it is easy to die for the shipowners, it is surely as easy to die for freedom and those we hold dear.

NAUTICAL NEWS.

THE result of an action arising out of a collision between the French schooner *Pont de Jour* and the British steamer *Strathclyde* is that the Admiralty Court has held the steamer to blame.

IN an action in the Admiralty Division arising out of a collision between the ships *Sudbourn* and *Mangrove*, off Dungeness last November, the Court has pronounced the former ship to blame.

THE result of the inquiry into the stranding of the Grimsby smack *Grannville* is that the Court is not prepared to say that the skipper was not justified in temporarily leaving the deck, but considered that blame attached to him for having remained so long below, with the third hand in sole charge of the deck, and found the third hand alone in default, and as he holds no certificate, the Court ordered him to pay £10 towards the costs of the inquiry.

THE inquiry at Sunderland into the stranding of the s.s. *Pyrrha*, at the entrance to the River Thames, on or about Dec. 17, resulted as follows:—The Court found the master (Mr. W. Marns) in default for the stranding, attributing the accident to his haste in starboarding his helm when approaching Mucking Light. On account of his previous good character, however, they suspend his certificate for three months only. He will be supplied with a mate's certificate in the meantime.

IN the Yarmouth County Court there has just been heard a claim for salvage by the owner, master, and crew of the lugger *Fairy*, of Caistor, for salvage services to the *Tankerton Tower*, which, with her cargo, was valued at £700. The Judge awarded the salvors £125, observing that he considered the services rendered by the *Fairy* very meritorious, and he believed that but for those services the *Tankerton Tower* would have gone on to the Cross Sand and probably been lost with all hands.

A SPECIAL meeting of the Sunderland Local Marine Board was held on Jan. 23 for the purpose of holding an inquiry into the alleged misconduct and drunkenness of Robert Thompson, second engineer of the steamship *Godolphin*, of London. The chief and third engineers gave evidence in support of the charge. The Board decided to suspend Thompson's certificate for 12 months, the chairman remarking that the Board were determined to make an example of such delinquents, as there were lives and property at stake.

A TELEGRAM dated New York, Jan. 25, says:—Sixteen of the crew of the steamship *Connemara* refused to sail yesterday, owing to the alleged bad loading, which they stated gave the steamship's head a dip of over 11 inches, and a list to port of 3 feet. A crew of Italians was shipped in the place of the regular hands, and the ship sailed. The striking sailors are Liverpool men, and they allege that over £50 is due to them; but the British consul at this port refused to assist them, saying that their action was mutinous. The men are penniless, but have been helped by the officials of the Barge Office.

THE Board of Trade have awarded the under-mentioned rewards to the master and certain members of the crew of the steamship *Pennsylvania*, of Philadelphia, in recognition of their services in rescuing the crew of the steamship *Falcon*, of Glasgow, which was wrecked in the North Atlantic on the 16th November, 1890:—A piece of plate to Mr. E. B. Thomas, master; a gold shipwreck medal for gallantry and humanity to Mr. F. B. Crockett, second officer; and a silver shipwreck medal and a sum of £2 to each of the following seamen, who accompanied Mr. Crockett in the rescuing boat of the *Pennsylvania*: Andrew Morgan, Peter Carlsen, Max Jensen, and Thomas Finnegan.

ACTIONS for salvage services rendered last Sept. to the steamer *Robert Eggleton*, which went ashore on the Long Sand, have been brought in the Admiralty Court. The plaintiffs in the first action were the owners of the luggers *Enterprise*, *Moss Rose*, and *Secret*, the surf lifeboat *Friend to all Nations*, and the seven luggers *Blanche*, *Mary*, *Seven Brothers*, *Mary Ann*, *Emily*, *Godile*, and *Edward Susanna*, all of them belonging to Margate. The plaintiffs in the second action were the steam tugs *Isabel*, *India*, *Guiana*, *Eagle* and *Enterprise*. The *Robert Eggleton* is a Sunderland steamer, and she, with her freight and cargo, was valued at £10,531. The Judge made a total award of £2,500, the tugs to have £1,500, thus divided:—To the *Isabel* £350, the *India* £320, the *Enterprise* £300, the *Eagle* £300, the *Guiana* £200, and the *Canada* £30. To the luggers *Enterprise*, *Moss Rose*, *Secret*, and *Friend of all Nations* £700, the man who was injured having a double share; and the remaining £300 to be divided among the rest of the boats.

SAILORS' AND FIREMEN'S UNION.

(From Special Correspondents.)

LONDON DISTRICT.

Mr. Pimmsell, the president, is expected to arrive at Liverpool by the time this week's SEAFARING is published.

Mr. Fitzgerald, the Australian delegate, is being entertained at the "Wade's Arms," as we go to press, and will have sailed for Australia before this paper is in the hands of our readers.

The struggle between the Shipowners' Federation and the Union still goes on, and there is little new to add to our report of last week on the subject, except, perhaps, that the shipowners have imported large numbers of police to overawe the Union men.

The Chamber of Shipping is petitioning Parliament against the Timber Deck Loading Bill. The *Shipping Gazette* is very much annoyed at Mr. Furness for winning West Hartlepool, and for the Union helping him to do it. The same paper rages furiously against the Hull shipowners whom Mr. Wilson called "gentlemen," in consequence of their recent attitude to the Union.

Much surprise has been expressed that the *Star* should have lately attacked Mr. John Burns, and allowed a person convicted of libelling Mr. J. H. Wilson and the editor of SEAFARING to make charges against them in its columns. The explanation, we hear, is that all this took place in the absence of the editor, Mr. W. H. Massingham, who on his return resigned the post of editor of the *Star*, as a protest against such suicidal policy.

It may be remembered that in consequence of some men being discharged from one of the Dover and Calais steamers for joining the Union, a strike took place last July among the men employed on those boats, and sixteen men left the *Empress*, and were prosecuted for doing so. The magistrate's decision was appealed against, and a case stated for a higher Court, which took a technical legal objection as to the way in which it had been stated, and dismissed the appeal. Steps are, however, being taken to have a case duly stated, as the matter is one of much importance to Union seamen.

In accordance with resolutions passed at the Branch meetings in the London district, "That members be elected to form a committee for relief of the widows, orphans, and aged parents of the crew of the s.s. *Thanemore*, which is now about 60 days overdue," the committee held their preliminary meeting at the "Wade's Arms," Poplar, on Wednesday evening, the 28th inst., when Mr. O. H. Curtis, of Green's Home Branch, was elected president, Mr. James Neill, of Tower Hill, was elected secretary, and Mr. J. Hickey, of the Wade's Arms, treasurer. It was resolved that a levy of 3d. on all members in the district should be asked for through a deputation to each Branch, and also that we collect voluntary subscriptions from the public in general for the relief fund; and all subscriptions so collected will be acknowledged through your valuable paper weekly. The following are a list of the committee:—Messrs. Westoby, Hill, Lane, Weller, and Maltby, Green's Home; Messrs. Bidgood, Simpson, Flannigan, and Hastings, Tidal Basin; Messrs. Fegan, Foy, Melton, and Ollett, Tower Hill; Messrs. Wyckes, Connor, Howen, Sullivan, and Matthews, Deptford. Subscriptions will be thankfully received by James Neill, honorary secretary, s.s. *Thanemore* Relief Fund, 17, King-street, Tower Hill, E. We trust all who can afford will contribute something, however small, to this most deserving fund.

At a meeting of the Tidal Basin Branch, in the Schoolroom, Tidal Basin, Friday, Jan. 23, Bro. F. Starkey in the chair, it was resolved to admit the members enrolled since last meeting, and also confirm the minutes and financial statement, after which it was moved by Bro. McAllister, and seconded by Bro. Asbury, that we vote the sum of £2 10s. to Bro. Lancaster to help defray the expense of his wife's funeral. It was also proposed by Bro. Douglas, seconded by Bro. Smith, that J. Simpson's card be cleared up to date, and the secretary give him a letter to go to the head office to explain his case, with the object of his receiving compensation as quoted in rules; this was put to the meeting and carried. It was also resolved to credit T. Williams with his contributions up to date. Meeting closed 10.30.

The funerals of the late Bros. Nicholls and Cassiday, late of the above Branch, took place last Sunday, the 25th inst. Part of the funeral proces-

sion started from 4, Union-street, Tidal Basin, the residence of late Bro. Cassidy, and met the rest in Roscoe-street with the body of late Bro. Nicholls. The procession then marched through Rathbone-street, Barking-road, and Hermit-road to the cemetery, in the presence of thousands of people. The banner of the above Branch with band and brothers in regalia attended, likewise the Green's Home Branch with band, banner and regalia, the Coal-porters, Winchmen No. 1 Branch, banner and members in regalia; N. A. Coalporters' Union, Canning Town Branch, band, banner, and members in regalia; D. W. R. & G. L. U. No. 1 Branch, banner and members in regalia; Non-Freemen two Branches with banner and members in regalia; three Branches of Gas-Stokers' Union with banner and members in regalia, and three Branches of Stevedores with banner and members in regalia. The funeral arrangements were conducted by Mr. C. Hannaford, of Rathbone-street. The whole were under the superintendence of the able secretary of the Tidal Basin Branch, Mr. F. Fowler. The funeral was conducted to the entire satisfaction of everyone concerned.

Mr. J. H. Wilson, the general secretary, addressed a crowded meeting at the Union offices, Chichester-road, Deptford, on Tuesday, Jan. 27. He said that from certain statistics he was in possession of, he could assure the men that the Shipping Federation was in a sorry plight. Nineteen out of every twenty ships now carried Union crews. Every member of the Sailors' and Firemen's Union was obliged to produce, if a sailor, a certificate proving that he had four years' experience and service, and if a fireman, twelve months'. This was a guarantee that the men knew their trade. If it should afterwards turn out that any man producing such a certificate was incompetent, the other Union men on board would be held responsible for the mistake of their Union, and would therefore be obliged, and indeed willing, to do the larger share of work thereby entailed. But with a non-Union crew, such as supplied by the Federation, the men had no such safeguard, and were therefore not in the position of ordinary workmen. It was not true, as stated by Mr. Laws, that ships had been stopped daily and detained in every port of the kingdom in consequence of men who had signed articles not putting in an appearance at the appointed time. In cases where men had been absent there had never been the slightest difficulty in finding substitutes at any time of the day or night. All that had to be done was to apply to the Union delegates. He was pleased to be able to state that the Union had established Branches in Germany, Norway, Sweden, Denmark, and Holland, and hoped soon to do the same in France. At the same time the members of these Branches would not be permitted to sail in English ships until they were able to understand orders in English. The establishment of these Branches would prevent Mr. Laws and the Shipping Federation from getting crews from the Continent. He was glad to be able to state that not 9,000 but 18,000 foreigners now belonged to the Sailors' and Firemen's Union. The game of playing one set of workmen off against another would not do now. Every man shipped by the Federation cost them 15s., and this could not last. He would conclude by saying "we win hands down." (Loud cheers.)

LIVERPOOL BRANCHES.

At the general meeting of the Tug Boat and Ferryboatmen's Branch in Malakoff Hall, Jan. 21, Mr. J. Rogers, chairman; Mr. Thos. Roberts, vice-chair; the minutes, correspondence, and financial statement having been passed, it was proposed by Mr. G. Derbyshire that the extra penny contribution should be paid, thereby making it sixpence a week instead of fivepence. This was seconded by Mr. Hughes and carried unanimously. It was proposed by Mr. Swinburn, seconded by Mr. Hudson, that the hall be opened in future at 6.15 p.m. on every Wednesday, and the meeting to commence at 6.30 in place of 7.30 p.m. Proposed by Mr. S. Connor, seconded by Mr. H. Smith, that we have a black-board for names and addresses of unemployed men. It was next resolved that no member of this Union sign the six months, as has been presented to them by the owners. It was carried unanimously. It was proposed by Mr. Ashton, seconded by Mr. Hayes, that we have two more members added to the deputation; carried. Mr. G. Derbyshire proposed Mr. T. Roscoe, Mr. W. Owens seconded; Mr. Ashton proposed Mr. Parnell, Mr. Forshaw seconded; carried. Mr. Matthews proposed that the question referring to Mr. H. Smith be tabled, seconded by Mr. Yates; carried. The meeting then adjourned.

(For further particulars of this Branch see page 3.)

At the general meeting of No. 1 Branch, chairman Mr. A. Duncan, vice-chair Mr. J. Rogers, the minutes, correspondence, and weekly financial statement having been read, the quarterly state-

ment ending Dec. 31 was accepted, and it was decided that the money due be sent when required to the head office. Proposed by Mr. Logan, seconded by Mr. Williams, that Mr. Mulroy be elected as our representative to the Liverpool Trades Council in place of Mr. George Wilson. It was proposed by Mr. Peterson that Mr. H. R. Taunton be elected, seconded by Mr. Bale. Mr. Taunton received 14 votes, Mr. Mulroy, 5; Mr. Taunton was duly elected. It was proposed by Mr. Mulroy, seconded by Mr. H. R. Taunton, that the secretary be empowered to wire to New York to ascertain when Mr. Plimsoll left New York. Mr. Peterson proposed, seconded by Mr. Robinson, that posters and handbills be struck off and circulated, notifying the intended demonstration taking place for S. Plimsoll, Esq., on his arrival in Liverpool. It was next proposed by Mr. H. R. Taunton, that the National Amalgamated Sailors' and Firemen's Union of this Branch and all other Branches will stand by the Liverpool Tug and Ferryboat Branch if there should be a necessity to do so, through the action of the tug owners of this port forcing the men to a lock-out. Seconded by Mr. A. J. Candler; carried unanimously.

At the weekly meeting of the Boundary-street Branch, Jan. 21, Mr. Stien in the chair, Mr. Rodgers in the vice-chair, after the business, the chairman gave a brief address on Trade Unions and "Free Labour Unions," pointing out that the latter were a sham got up for no other purpose than to decoy men away from their own genuine Unions. A good deal of discussion among the members of the Branch followed. Mr. Clear then addressed the members present on labour representation, asking who are the men that bulk large in the public eye with their cheap bread and cheap labour but our representatives in Parliament, who by their persistent opposition to the passing of measures for securing the freedom of the British seafaring class, prove that we may never expect any real reform touching our daily lives from men drawn from the shipowners or moneyed classes. Working men, therefore, must send men from their own ranks to represent labour in Parliament. What was the true theory of popular representation? It was that the person representing others should in some respect belong to the class or persons that he professed to represent. Could any shipowner or capitalist represent the toiling thousands of Great Britain? Could any man who had not sweated in the stokehole, starved on the foretop-sail yard, or lived in the damp fore-castle, and who had not earned his livelihood by daily toil, ever really legislate in a practical manner for the wishes of the seafaring classes of this country?—(cries of no, no)—and have especially in view the social emancipation of the working classes as a whole from the tyrannical treatment of the capitalist. We want, he said, direct labour representation, because the bulk of our population does not receive an adequate share of the wealth we produce, because working hours are too long, and because it was a disgrace and a shame that there should be men on ships under the English flag—this great flag of freedom of ours—who were worked fifteen and sixteen hours a day, and that on the worst of food. Here is a case to show you that we want representation in Parliament. There is news to hand of a British steamer having been lost in the Atlantic. I would like to know how much provisions there were on board when she left port, for when she was at sea a little over 20 days the captain then informed the crew that the provisions were fast running out, and that each man's daily allowance of food could not exceed four ounces. This is the kind treatment sailors and firemen receive from wealthy ship-owners that we send to Parliament to legislate for us in that assembly, but I hope the day is not far distant when somebody will be held responsible for killing men who go down to the sea in ships in this fashion, and the sooner steps are taken to focus attention on the matter, the better it will be for the seafaring classes and the public in general. (Applause.) After a hearty vote of thanks to the chairman and visiting members, the meeting adjourned.—[This report did not arrive in time to appear in last week's issue.—Ed. SEAFARING.]

At the weekly meeting of the Bootle Branch, held Tuesday, Jan. 27, Mr. Chas. Ham in the chair, the following business was transacted:—The appointment of a delegate on the Liverpool and District Trades Council in place of Mr. McKevitt, who, owing to his duties keeping him in Dundalk, cannot attend, was first brought before the members. There were two members proposed, Mr. Hendry and Mr. P. Marmion, but Mr. Hendry declined in favour of Mr. Marmion, who was therefore elected. The secretary then gave a detailed account of the dispute of the tug-boat men with their employers and the terms of the agreement which the employers wanted the men to sign. A resolution was proposed by Mr. Marmion that the Branch support, if necessary, the tug-boat men, who he thought had

right on their side. He said a more tyrannical piece of business he had never known than the tug-owners insisting on articles being signed for a six months' engagement. It would put the men entirely under the tugowners' thumb, and force them to agree to any terms the employers might dictate. He (Mr. Marmion) thought the tug-owners were more tyrannical than the railway directors in Scotland, and they were bad enough. Mr. B. Duffy seconded the resolution. Mr. Connorty (secretary) said he thought the Union was now strong enough to support the tug men financially in case of a crisis. He understood that the tug-boat men had been requested not to either strike or commence any aggressive action towards the owners yet, as by so doing they would lose the public sympathy. What the men wanted was to improve their position, socially, mentally, and financially, if possible without a strike. If the employers had a right to form an alliance among themselves, why should they object to the men doing the same thing? Another thing, why did the tugowners never want their employees to sign this agreement before the men formed themselves into a body? The fact explained itself. It simply was that the employers were afraid of the Union—frightened that men were now rising among the masses who wished to shake the yoke off their shoulders and stand up before the world free men! He (Mr. Connorty) predicted great things for the masses. The rising generation is gradually seeing it is to their benefit to combine, and once combined, to stand to their guns. If labour only knew what power it had by combination, every class would be organised and working hand in hand. The motion was carried. The next business was the proposed reduction of the £3 fine for scabbing. On being put to the vote it was carried that the fine be not reduced. After a hearty vote of thanks to the chairman, and a cheer for Mr. Plimsoll, the meeting adjourned.

BIRKENHEAD BRANCH.

At the usual weekly meeting on Wednesday, Jan. 21, Mr. P. Creamer presiding, after the minutes, correspondence, and financial statement were accepted, the district secretary spoke on the demonstration on the occasion of Mr. Plimsoll returning home after his absence in Canada and the United States, inquiring into the cattle-carrying trade across the Atlantic, in the hope of bringing about a better state of things in connection with the carrying of cattle between the United States, Canada, and Great Britain. After some suitable remarks from the Branch secretary, it was decided to make preparations to give a hearty reception to Mr. Plimsoll on his return. The suggested office alterations were allowed to stand over pending estimates for same, on the motion of Bro. T. McCarthy, seconded by Bro. G. Collins; and after other business the meeting adjourned.

[This report did not arrive in time for last week's paper.—Ed. SEAFARING.]

We are sorry to have to announce the death of Bro. Thos. Burke (the newly-elected delegate to the above Branch), who died suddenly at his residence, 38, George-street, Birkenhead, on Monday, Jan. 26. He was to be interred on Thursday, Jan. 29, at Flaybrick Hill cemetery.

GLASGOW BRANCH.

At the weekly meeting, Mr. Thomas McMann, from Ardrossan, paying us a visit, and Bro. J. McQuillan, president, in the chair, the minutes and financial statement for the week ending Jan. 17, and the balance-sheet for the quarter ending December, 1890, were accepted, and after the secretary had given explanations and the auditors their report, correspondence was then read from general secretary *re* the assisting of the railway servants on strike, the secretary giving his report of the special conference held last Saturday on the same, to which he was appointed delegate. Letters were also read from our law agent, Mr. R. A. Rennie, *versus* the Board of Trade *re* Shipping Federation and crimping; from district secretary Walsh, as an apology from the Tidal Basin members, for their treatment of some of the crew of s.s. *City of Khios*, while that vessel was lying at Tidal Basin, they being taken by the Tidal Basin pickets for "blacklegs"; from J. Moodie, secretary Burntisland; and from E. Clayton, Barrow-in-Furness. A letter was read from R. Hannah, Greenock, a member of our Branch, and who had undergone with some shipmates seven weeks' imprisonment for refusing to go to sea in the barque *Slieve Banna*. The member complained of having had to pay 12s. 6d. of his own for a lawyer to watch the case, and asked that it should be refunded to him, which after some comment on the case was granted. The correspondence was then passed. Bro. C. Wright brought forward a motion, seconded by Bro. J. McLean, to the effect that our members,

until further notice, be allowed to go runs in any vessel provided the amount received for the run allows of 5s. per day from the day of departure until the day of return, and their passage money home being paid. This was also unanimously carried. A request was then submitted from Messrs. Donald and Taylor and Messrs. Wyllie Bros., shipowners, asking that we allow (owing to the great depression of trade at present) a reduction of 2s. per week in their weekly boats; they (the owners) would give a guarantee that as the freights would rise so would the men's wages be increased. If we did not allow the reduction the alternative was that they would have to get a Federation crew, or failing that lay up their vessels. Several members expressing their opinion on this question, Bro. Nelson moved, and Bro. T. Walker seconded, that for the present we submit to the reduction until the freights get a little better, with the guarantee of the increase. As an amendment Bro. Allan moved, and Bro. C. Wright seconded, that on no consideration whatever do we allow of a reduction, as we had to suffer a good deal to get our wages up to the present standard, and that we would suffer as much more to keep them at that standard. The amendment was carried almost unanimously, only two voting for the motion. Bro. T. McManus, Ardrossan, who was well received, then addressed the meeting briefly, and was awarded a hearty vote of thanks before retiring. A member named Stewart, who had been wrecked in the barque *Ellie Stewart*, had his claim unanimously granted him. Through some mistake, caused by the member's name and the vessel's name being the same, it had hitherto been withheld from him. Bro. J. McLean then spoke on the lending of money by this Branch to other associations, and moved that for the future before any loan from the Branch can be legal it must be discussed at four consecutive meetings. This was seconded by Bro. C. Wright. The secretary explained that the Branch had not the power to lend money to any body or society, and in any transaction of the kind the Executive were the power that had to be consulted. Bro. E. Bryson moved, and Bro. J. Hill seconded, as an amendment, that a proper convened meeting of members sanctioning a loan, be legal, provided it is approved of by the Executive. The amendment was carried by 46 votes, against 8 for the motion. This closed a very lengthy meeting.

The following has been sent to us for publication:—Board of Trade, Marine Department, London, S.W., Jan. 19, 1891. Seamen's Union.—Sir,—I am directed by the Board of Trade to acknowledge the receipt of your letter of the 3rd inst., requesting as the solicitor of the Seamen's Union, to be informed upon what grounds a prosecution was not instituted against an employee of the Shipping Federation, for an alleged contravention of Section 147 of the Merchant Shipping Act of 1854. In reply, I am to state that the Shipping Federation do not admit that they have contravened the law in question, and state that the men in this and similar cases were supplied to the vessels by *bona fide* servants in the constant employ of the shipowners, in whose names the vessels were registered, and to whom the same belong. The Board of Trade do not mean to contest this position. Several reports have recently been made to them of alleged infringements of the Merchant Shipping Act by agents of the Seamen's Union, infringements not confined to the illegal supply of seamen, but the Board have hitherto abstained from instituting proceedings in these cases, considering that any such action on their part in present circumstances at the instance of the shipowners, might have the appearance of interference by a public department in a dispute between employers and employed. It will be seen, therefore, that in dealing with these alleged contraventions of the Act, whether by officials of the Seamen's Union, or those of the Federation, the Board have followed the same course.—I am, Sir, your obedient servant, Henry J. Caterog.—R. A. Rennie, Esq., 146, West Regent-street, Glasgow.—To the Assistant Secretary, Marine Department, Board of Trade, London, S.W. Glasgow, Jan. 20, 1891.—Dear Sir,—I am favoured with your letter of yesterday, which I shall submit to my clients. I am not surprised that the Shipping Federation do not admit that they have contravened the law in question, but I submit with all respect that the Board of Trade should give more weight to independent testimony than to that of interested parties. There is strong independent evidence, and it can be still further supported, that the section in question has been infringed. I am not by any means satisfied that the Seamen's Union and the Shipping Federation are treated with equal impartiality. An agent of the Union was recently (possibly without your knowledge) convicted of an infringement of Section 257 of the Act, and the

Union was not previously consulted as to whether or not he was guilty.—Yours truly, R. A. RENNIE.

LEITH BRANCH.

The usual weekly meeting of this Branch was held on Tuesday, Jan. 20, the chairman, Mr. A. Pratt, presided. The usual business having been transacted, discussions followed re the dispute in the docks with contractors, and the railway strike, and other subjects. The secretary reported the victory gained by the general secretary over the shipowners' papers, and after some remarks the meeting was brought to a close.

In the Edinburgh Sheriff Criminal Court, Jan. 27, Mr. Robert Smith, secretary of the Leith Branch, was charged with using threats to the master of the s.s. *Moravia*, while lying in Leith Docks, on Sept. 5 last, to the effect that unless he would dismiss Adrian Jacobus Mieras, steward of the *Moravia*, or compel him to join the Union, he would cause the labourers engaged in discharging the cargo to cease work; and further, with having caused the labourers to cease work on the master refusing to comply with the request. It was stated that the work had been stopped for three days, inflicting a loss upon the owners of £90. The jury found Smith guilty under the common law, of using threats, and the Sheriff inflicted a penalty of £10, with the alternative of seven days' imprisonment. The decision will be appealed against. This case is the first of the kind that has been decided in Scotland.

BURNTISLAND BRANCH.

At the weekly meeting held here on Jan. 26, Mr. Charles Campbell in the chair, minutes were approved of. Correspondence from other Branches was then read; also a letter from Mr. J. H. Wilson, general secretary, giving a very satisfactory explanation of the extra penny on contributions, and the members pledge themselves to adhere to the rule. Another case of blacklegging was brought before the meeting, but for want of proof it was left over for next meeting. Mr. H. Dunn moved, and Mr. Charles Johnston seconded, that said member be summoned to attend next meeting, and in failing to do so he be dealt with in his absence. Only one boat signed here this last four weeks, and no word of any British boats bound here. Plenty of idle men going about. No appearance of the railway strike being settled.

YOUGHAL BRANCH.

The strike at this port still continues, and has now lasted upwards of twenty weeks. A Press Association telegram, appearing in Monday's papers, states that the strike has been amicably arranged, but this statement is absolutely false and without the slightest foundation. It is understood that it was forwarded to the Press Association at the instance of the local shipowners, who are industriously circulating that the men will give in from day to day, in order to discourage them and create disunion in their ranks, but in this they are much mistaken.

HULL BRANCH.

At the usual weekly meeting, Mr. W. Chafer in the chair, John Hall, steward, was fined in the sum of 5s. for applying 10s. (moneys of an intending member, who had given Hall that sum to pay in towards his entrance fee) to his own use when Hall was steward of the s.s. *Indiana*. No. C 49, C. W. Petersen, who was enrolled under an entrance fee of £10, applied for a remission of the balance owing, viz., £7 10s., he having already paid the sum of £2 10s. Taking into consideration that our Union is now an international one, and after a somewhat lengthy discussion, it was moved by Mr. James, seconded by Mr. Robinson, that his request be acceded to, and the balance of his entrance fee be remitted.

A scheme of federation of the trades working within the limits of the docks, and connected with the shipping industries of the port, is being formed, a preliminary meeting being held last Saturday afternoon.

One or two tiffs with the steamships *Greatham*, *Doris* and *Spark*, who intended carrying Federation crews, took place during the week. Members of the Branch can congratulate themselves that we were able to defeat the intention of the Shipping Federation. It may be said that this so-called free labour organisation is making little or no headway in Hull, and if trade were only a little brisker their reign here would soon be over.

Shipping still slack. Members are recommended to try other ports for work in preference to this.

WEST HARTLEPOOL BRANCH.

At the usual weekly meeting, held Jan. 23, Bro. Yeates presiding, after enrolling three new members and concluding the routine business, the recent Parliamentary Election was discussed, our members having played a prominent part therein, as after hearing the views of the two candidates, they decided to support Mr. Furness, he having expressed himself entirely favourable to our Union, Sir Wm. Gray on the other hand, leaving the way open to employ scabs on his ships. The result of the election should open the eyes of all Union men to the power they possess by voting in a body against their enemies. We claimed to have at least 150 men that would vote solid for the Union; that number taken from Mr. Furness and given to his opponent would have given him the victory by a majority of two, clearly showing the seafaring classes have become a power in the land.

DUBLIN BRANCH.

At the usual weekly meeting, at 50, Seville-place, the minutes, financial account, and correspondence were passed. The secretary, Bro. M. Bolger, then reported a case that both himself and the outside delegate, Bro. D. Connor, had carried through with great satisfaction. It would appear that a week or so ago the skipper (Mr. Barton) of the s.s. *Kangaroo*, of South Shields, shipped a crew of our brothers to bring her to the Tyne at £5 each by the run. But shortly after they put to sea it was alleged that she was unseaworthy, and that the stokehole had a quantity of water in it, and she put back into Kingstown. The skipper gave the men 19s. 6d. and discharged them. But they never signed clear of the vessel, so our secretary instructed Mr. Gerald Byrne, solicitor, on their behalf, and recovered the balance due, viz., £4 0s. 6d., as well as 30s. costs. The skipper, as soon as he had his vessel ready again for sea, sent to the Federation for a crowd of scabs from South Shields, who were to take her by the run for £35s. each. They were forwarded on to come by the Silloth route to Dublin, but unfortunately for the skipper the scabs got on the beer and lost the boat, and had to come by the Stranraer route, not arriving in Dublin until six o'clock on the evening of Monday, Jan. 19, exactly one hour after the vessel had sailed, having a second crowd of Union men on board at £5 each for the run, thus scoring a great victory for the Union, and showing how men are treated by the so-called Free Federation, for they left the scabs in Dublin to do what they could, to starve or find their own way back home. On this report being made, great cheering was accorded to both the secretary and outside delegate. It was then proposed by Bro. Murphy, seconded by Bro. J. Cannon, and supported by Bro. John Johnson, that Mr. Gerald Byrne be appointed solicitor, and the agreement put in be accepted; carried unanimously. Bro. J. Barry then complained about a sailor taking a cook's berth. After a long discussion Bro. J. Barry and other members were referred to a former case, in which it had been settled that a man could change his capacity on the books once, provided he could show that he was eligible. The outside delegate laid a complaint against Bro. E. Carroll, that he left the s.s. *Duke of Argyll* without giving the engineer notice to enable him to get another man, and by doing so the vessel had to leave a man short, and therefore some other brother was left ashore. After discussion, it was resolved that it be left open for Bro. Carroll to be summoned to the next meeting. Bro. McClane then reported that on his ship they were all Union men but one who was going to join in the morning. It was decided that the outside delegate be down in the morning, so that the vessel would not lose a tide. The chairman then addressed the meeting at some length on the progress that the Sailors' and Firemen's Union had made, and the great assistance rendered to the good cause by our little craft SEAFARING, which was so ably edited by our genial colleague, Mr. Cowie. He then very ably referred to the great victory gained by our general secretary over our enemy, the Free Trade Federation, in the guise of *Fairplay*, if they called it "fair play" to slander a gentleman like Mr. Wilson, of whom even the learned judge and counsel against him had to speak in the most honourable terms for the great ability he had shown in his great undertaking. He then went on to point out what we might expect if we deserted our colours for the Federation, when they treated their tools in the manner they had treated the crowd of scabs that came to take the s.s. *Kangaroo* away. He hoped that even scabs would see the treatment meted out to them, if they still clung to such a Union as the owners had started. It was then unanimously resolved that the members of the Dublin Branch pass a vote of confidence in our chief, the general secretary, Mr. J. H. Wilson, also in the sailors' grand old man, Mr. Plimsoll, for the great services they had rendered to the cause of the National Amalgamated Sailors'

and Firemen's Union of Great Britain and Ireland and other Nations. Also in our assistant secretary, Mr. Maxwell, for the clear explanation given with reference to the accounts. The meeting then terminated.

MIDDLESBROUGH BRANCH.

At the usual weekly meeting, there being a crowded attendance of members, the president in the chair, after new members had been attended to, the secretary read correspondence from Leith, Bo'ness, and other Branches, also from head office, which correspondence was accepted. One member for neglect of duty on board the s.s. *James Hogg*, was fined 5s. Other complaints were gone into and justice done to all. The secretary reported that he had paid 30s. to each of the following widows who had lost their husbands in the s.s. *Bear*, Mrs. J. Atkinson, Mrs. J. Goff, Mrs. J. Estill, Mrs. W. H. Farmer, Mrs. J. Pearson, Mrs. Wright, and Mrs. C. Wood, also to Mr. A. Harland, who was saved but lost his clothes. The secretary was ordered to pay the shipwreck claim to J. Carter, who lost part of his clothes when the s.s. *Carrie* stranded on leaving the Tees.

KING'S LYNN BRANCH.

At the usual meeting, minutes, income, and expenditure were confirmed. A letter was read from Mr. J. H. Wilson concerning his proposed visit to King's Lynn, which was well received; also from our Australian brethren at Adelaide, which was conveyed to us by Bro. E. Flanders, who had just returned from there, those brethren sending their fraternal greetings by him to us. Bro. Flanders, who had been in Australia during the great struggle, he being one of the crew of the s.s. *Umcinto*, then gave us a very interesting account of the grand reception he had received from our brethren at the Antipodes; also that he and his shipmates had rendered them every assistance possible, having refused to work cargo with non-Unionists, etc. It was moved by W. Brooks, seconded by E. Herring, that we accord Mr. Flanders a hearty vote of thanks for the able manner in which he stood up for our Australian brethren; also that this Branch of the N. A. S. & F. Union convey to our fellow-workers at the Antipodes through SEAFARING our sincere thanks and fraternal greetings; carried unanimously. There being no further business it was decided to conclude the evening with harmony. Several songs were very ably given, namely, the "The Rose of Tralee," by E. Herring; "The Anchor's Weighed," by C. W. Arnold; "Good Old Jeff," by W. Brooks; and "Pull Together," by W. Cummings, which were all well received. All present having spent an enjoyable evening, we concluded with a vote of thanks to our worthy host, of the "Royal Standard," who kindly supplied us with refreshment, also to our brethren for the harmony.

SOUTH SHIELDS BRANCH.

At the meeting, Jan. 26, 1891, Mr. T. Clements in the chair, after the usual business, a complaint was made about second mate who had no certificate not being in the Sailors' Union. It is hoped that this notice will be enough if he is sailing in the London trade. Members that were brought out of the s.s. *Cervin* are to receive strike pay for one week. It was resolved that the man that was taken out of the *Fortescue* have no strike pay. A vote of confidence was passed in Mr. J. H. Wilson, with three cheers. A discussion took place regarding the sailors and firemen of the steamer *Prenitz*, who had been arrested without summons or warrant, and charged at South Shields with disobeying the captain's orders. Mr. R. Jack, solicitor to the Sailors' and Firemen's Union, having urged that the men were not properly charged, as there was no warrant or summons, the magistrates, after consulting their clerk, formally discharged the men, but they appeared in answer to summonses, and asserted that the ship was not seaworthy as the cargo was not properly stowed, the coal being placed on the top of coke. A sevedore of 18 years' experience said he would rather go to prison than go to sea in her. The case was adjourned that the Board of Trade surveyor might survey the vessel.

A correspondent, telegraphing on Wednesday, says that the *Prenitz's* men have won, with costs.

NORTH SHIELDS BRANCH.

At the usual meeting the weekly business was gone through with very good spirit. The secretary stated that he had attended a public meeting in the free library hall, South Shields, and he had heard it said from that public platform that the Federation had sent men to various places in Scotland where the railway men were on strike. It was resolved that we, the members of this Branch,

condemn the action of all connected with the so-called free labour agency, and heartily sympathise with the Scotch railway servants, and we are still determined to fight the Federation. We are improving in this Branch, for there are always members rolling in to us in spite of all the opposition we have here at present, and we are determined to fight the Federation to the end.

FLEETWOOD BRANCH.

At the usual weekly meeting, held in the Union Rooms, Dock-street, Jan. 21 (the meeting nights having been changed to Wednesdays, to suit the majority of our members), Mr. Rattary in the chair, Mr. Mitchell vice-chair, the minutes and correspondence having been adopted, the auditors' report was approved of. The result of the libel action, *Wilson v. Fairplay*, having been read by the secretary, it was highly applauded. It was moved by Bro. Rattary, and carried, "That we, the members of this Branch, pass a hearty vote of confidence in our general secretary for the able manner in which he is dealing with all opponents for the benefit of our Seamen's Union." It was also moved that this Branch tender a hearty vote of confidence in our president, Mr. Plimsoll. A vote of thanks to the chairman and officers of the Branch concluded the meeting.

Shipping is very dull here just now, no English ships having been here for nearly a month, foreign ships having all the trade here.

SUNDERLAND BRANCH.

At the usual weekly meeting, which was very largely attended, the secretary read letters from the general secretary, from Aberdeen, and other ports, also a statement given by a late official of the Shipping Federation, showing the mean and contemptible action taken by that body to try and defeat the Seamen's Union. It pointed out that the society which Mr. Laws referred to in his speech at Hull as working in perfect harmony with the Shipping Federation was not fit to be called a society, but no doubt such a society would suit the owners and their Federation. There was another letter read showing the treatment some members of this Branch were receiving at the hands of the officers of the ship they were at present in. The delegates on the Trades Council then gave their report. It was decided to take part in the demonstration of railway servants to be held on Sunday next (Feb. 1) under the auspices of the Trades Council. It was unanimously agreed that this Branch of the N. A. S. & F. U. wishes publicly to express its sense of the justice of the verdict in the recent libel case, *Wilson v. Fairplay*, and their unabated confidence in the general secretary and his staff. In moving the resolution Mr. J. B. Lee (who is doing special duty) said (during a long and impressive speech) that at the present time, when our employers are testing the strength of our organisation, it required every man, worthy of the name, to give a clear and determined proof that they intend to stand by their well-known and tried leaders, and also are prepared and willing to share in the struggle to maintain the principles and integrity of our Union. (Loud cheers.) I must, he said, congratulate the seamen and firemen of this country on the strong and formidable front which they have shown during the past six months, and so long as you and all other Trade Unionists continue to do so we have nothing to fear from the unscrupulous employers—(applause)—nor the crimps, jail birds, or other proverbial enemies of the seafaring classes who are in their employ and pay. (Loud cheers.) During a 32 years' sea experience in all classes of ships, I have had ample opportunities of knowing how useless it was to seek any reform by individual appeals to the shipowners. ("Shame, shame!") I could, if time permitted, quote many instances of scolding, sarcastic and insulting replies given to myself and other representatives of ships' companies and small organisations such as we had previous to the establishment of the National Union, which, I am proud to say, to-day holds a high and honourable position amongst the great Trade Unions of the world. (Loud cheers.) And now, after years of struggling and many unsuccessful attempts to unite the seamen of this country, we have at last got a Union, whose leaders and members are the pious of the seafaring class. Two-thirds of the Royal Naval Reserve are members of our Union, and now, I say again, that we are in a position to name and command a reasonable price for our labour, and obtain such reform as makes life safer and more comfortable. We are told that we are aggressive, and unduly interfering with the liberty of our employers, and that our leaders are not to be trusted. They have tried to crush them, but ignominiously failed. (Cheers.) And now they say:—If you will only forsake them, we will look better after your interests in the future than we have in the past.

(Laughter.) We will open a "free labour" agency, and through it you can go to sea with whom you please, we will defray the expenses of management ourselves, and we will give you the wages of the port. (Laughter.) Men, I say, we cannot trust them. (Cheers.) We are now able to look after our own interests, and although we have no desire to be at loggerheads with our employers, we are ready and willing to fight to increase and maintain the honour of the N. A. S. & F. U. (Loud Applause.)

DUNDALK BRANCH.

At the general meeting, Jan. 22, president, Mr. M. Green, in the chair, the minutes were accepted, and financial statement adopted. Mr. R. Mostyn moved that this meeting approve of the motion passed by Drogheda Branch, in calling the crew of the *Colleen Bawn* to attend their Branch meeting to answer for their conduct in sailing two hands short, and hoping that they will deal with them severely, also that all their names be advertised in SEAFARING, calling on all delegates and secretaries to be on the alert for them; seconded by Mr. James Kelly, and carried. Mr. James Kelly moved that the money collected for a member of the Dock Labourers' Union some four weeks ago, which he never came back to receive, be given to sick members to enable them to clear their contributions; seconded by R. Mostyn, and carried. Mr. J. Kelly moved that the secretary write to head office and so ascertain why the gold medal award was not sent to Mr. Michael Green, as it was passed here in the late secretary's time four months ago; seconded by Michael Rice, and carried. The bill for rent for last twelve weeks was ordered to be paid. Mr. Rice moved that they return their best thanks to the chairman, seconded by W. McKiown; adjourned.

NEWRY BRANCH.

At the general meeting held at the Sailors' Home, Jan. 21, Mr. James O'Hagan officiated as chairman. The secretary brought before the meeting the business of Dundalk and Drogheda Branches, whereupon the following resolution was adopted: "That this meeting approve of the resolution passed by the Dundalk Branch, calling on J. Black to refund to the Union the solicitor's costs in his case, and that he be called on to pay the same at once." The financial statement was accepted. Election of office bearers for that Branch for the ensuing six months was gone through. President and vice-president being elected, also the agent, Mr. T. Tumilty, and secretary Mr. Thos. McKevitt; committee, Messrs. J. Quann, T. Boyle, G. Meekan, J. McEvoy, J. Marmon, J. McShane, T. Burns, J. McQuinn, J. O'Hare, W. McGlade, T. Casey, W. Burns, and M. Toner being duly declared. It was decided that this Branch hold their weekly meetings every Wednesday afternoon at 2 o'clock p.m. A statement was made and gave rise to discussion, that on the formation of that Branch Mr. D. n Lennon had given his premises and his labour for their benefit, and the late secretary had, it was stated, promised that the Executive Council was going to reward him for his services to the Union, but this never was brought before the Executive Council. Mr. P. McCourt moved "That this meeting considers that Mr. Dan Lennon is deserving of the gold medal, the award of the Executive Council for enrolling of 150 members into the Branch, as he never received any remuneration for his services, and that the secretary write to the head office at once to that effect;" seconded by Mr. J. Quann, and carried, with cheers for the general secretary and Mr. Plimsoll. It was moved by J. Quann "That the meeting accord their best thanks to Mr. James O'Hagan for his able conduct in conducting the business of the meeting, and hope that he may be long spared to fulfil his office as chairman." The chairman, in reply, said the best thanks they could bestow on him was by proving themselves true Unionists, and standing loyally together and making regular payment of their contributions. Questions being asked regarding the extra penny on the contributions, and the levy, the secretary explained to the satisfaction of the members, who thanked him and agreed to pay both, as they saw that it is for their own benefit.

DROGHEDA BRANCH.

At the general meeting, Jan. 23, Mr. F. Finnigan in the chair, the minutes, quarterly financial statement, and correspondence were accepted. On the enrolment of new members H. Mcquirk moved that Thos. Mcquirk be accepted as O.S. and not as A.B., seconded by Thos. Smith, and carried. The shipwreck claim left over from last meeting was next considered, when the chairman called on Mr. John O'Rourke to give his statement, which was clear and satisfactory. Mr. Thos. Smith moved that the secretary pay the claim according to the rules as just, so called by Thos. Lynch, and carried, the

secretary paying the same accordingly. H. McQuirk moved that John Corrigan, No. 28, get his fare paid to Liverpool as he had no means to pay it himself. Shipping dull here at present; meetings of this Branch every Friday night at 7.30 prompt.

MARYPORT BRANCH.

We have had an attack made at this port by the Shipping Federation, Limited. Well might they put it in that way, for they are a limited crew as far as their number go in the Mersey district, for we captured one of their members belonging to that great firm of men who will neither work nor want, but who would live by the blood and the money of their fellow creatures, which they obtain for doing the dirty work of those who would not do it themselves, but can afford to pay skulking people out of the money which ought to have been paid to the widows and orphans of our fellow men that have been drowned at sea to satisfy the greed of owners who would not stick at anything dishonourable. I hope that the Union men will be true to one another and not be led by such scum as would try to break up our Unions. I hope that the Liverpool men will keep a good look-out, for there have been two crews sent here and no word of the same. We sent word round to Liverpool and still six men came to Maryport for a steamer. Now we have another crew for a ship sent here with no word. So I hope you will try to stop as many as you can, for we have tried our best to defeat the Shipping Federation, Limited.

LIMERICK BRANCH.

A mass meeting of the sailors, firemen, cooks, and stewards of the port of Limerick was held on Monday, Jan. 26, in Dock Labourers' Hall, Mr. Wm. McMilliam (president of Waterford Branch of the Amalgamated Sailors' and Firemen's Union of Great Britain, Ireland, and other Nations) presided, and in a few well chosen remarks introduced Mr. E. Donnelly, district organising secretary for Ireland. Mr. Donnelly, who was warmly received in a very able address, gave an outline of the great progress of the Union since its formation, and of the noble work done by Mr. J. H. Wilson and Mr. Samuel Plimsoll on behalf of the seamen of the world. He also gave a brief outline of the aims and objects of the Union, after which he resumed his seat amidst thunders of applause, having spoken for over an hour. After some questions had been asked and answered, the chairman asked for a resolution, whereupon Mr. John Madden moved the following:—"That having heard the many advantages to be derived from the A. S. & F. Union, so ably explained by Mr. Donnelly, we, the seamen of this port of Limerick, hereby resolve to establish a Branch of the said Union in the Port of Limerick, and further pledge ourselves to support the principles of Trades Unionism to the utmost of our power." This was seconded by Mr. P. Mahoney, and carried with acclamation. Mr. Donnelly then intimated that the dock labourers having placed the hall at their disposal, members would be enrolled daily from 10 a.m. to 6 p.m. Votes of thanks to Mr. Donnelly, the executive of the dock labourers, and the chairman, brought a very successful and enthusiastic meeting to a close.

NEWCASTLE-ON-TYNE BRANCH.

At the general meeting, Jan. 23, the chairman (Mr. Jackson) said there had been a dispute as to the seamen and firemen of the s.s. *Warkworth*. The ship had been laid idle for some five weeks, and the captain and engineer did not wish to take the men back who had been in the ship previous to her being laid idle, but wished to take some men that had been with them before. Mr. Mansell said the chairman had no right to interfere in duties of the secretary. The secretary had read a letter from the managing director, stating that the old crew had to be engaged again, and he thought it frivolous that Mr. Jackson should raise any question on the subject. (Hear, hear.) The chairman said he would let the subject drop. Mr. Rodie complained that Mr. Wilson had written Mr. Mansell that the entrance fee could not be reduced below 30s. He, Mr. Rodie, knew of fifty men who were now in the Labourers' Union who, if the entrance were reduced they would join the Seafarers' Union. He said they had only asked for 30 days the entrance fee to be 15s., and only for those men who wished to leave the Union they were in and become members of the Seamen's Union. (Hear, hear.) He understood that Mr. Mansell could not go beyond instructions. (Hear, hear.)—(only the Executive have power to deal with the entrance fees.)—He hoped that in the near future the Executive Council would take Mr. Mansell's opinion on these questions. The auditors were appointed to meet on

Monday, at 9 a.m. A vote of thanks concluded the meeting.

At the general meeting, Jan. 26, Mr. Jackson in the chair, a discussion ensued as to the entrance fee. Mr. Mansell said he had written Mr. Wilson, but must obey instructions; therefore the entrance fee would have to remain the same as at present. (Hear, hear.) Mr. Gibson reported the death of a member, Thomas Beattie. Owing to Mr. Beattie being ill so long his wife had to work, and also to sell the furniture to keep him from starving. He hoped the Branch (and he could assure them, for he died in his arms, that the last words he said were "Union, Union") would render some little assistance to the widow and children. (Applause.) Mr. Wm. Wright moved and Mr. John Wright seconded, that £2 be voted to the widow, for Beattie had been up to his illness a good member. He had also refrained from asking the Union to assist him during his long and protracted illness. (Hear, hear.) Mr. Mansell said he hoped the members in this case would assist, but reminded members that it was not in accordance with the rules to vote any sum of money to any member, but if the resolution was worded so that the money be advanced, and the members subscribe to make the £2 good to the funds he would not object to the £2 being paid in advance of the subscriptions as a loan to the members, and any more than the £2 collected would go to the widow; carried unanimously. (Up to the present 12s. has been subscribed.) A complaint was made that the trimmers in the Tyne Steam Company when the vessels are laid up receive 2s. per week less than the firemen, and they have to perform the same duties as firemen. A resolution was passed that Mr. Mansell see the officials of the Company, in order to settle the complaint. Unemployed were reported as 2 firemen, 4 cooks and stewards. The auditors, Messrs. Dunn and Goldsmith, reported they had gone over the accounts and found all correct, and Mr. Mansell was complimented on the way the accounts were kept; but it was noticed that Mr. Mansell when at Liverpool as their representative on the Trades Congress, did not receive any salary that week, but had a lump sum of £5 10s., out of which he paid his expenses. Mr. Goldsmith had found other delegates were paid so much per day and expenses. He believed Mr. Mansell was justly entitled to his wages for the week he was away—(hear, hear)—and he hoped they would allow him such. (Applause.) Mr. Gibson moved, and Mr. Carmichael seconded, that the auditors' report be accepted, also a vote of confidence in Mr. Mansell; carried unanimously. Mr. Cowell moved, and Mr. John Wright seconded, that the week's pay be allowed Mr. Mansell; carried unanimously. A vote of confidence in Mr. Wilson and the Executive Council was also passed.

GRAYS BRANCH.

At the usual weekly meeting, Tuesday, Jan. 20, the Branch president in the chair, there was a very large attendance of members. Mr. J. H. Wilson had promised to come, but was obliged to postpone his visit until next week. After the usual routine business had been gone through, the auditor's report was read and approved of. The meeting then adjourned to let the banner committee make arrangements for the concert and the unveiling of our new silk banner on the following night.

The new banner for this Branch was unveiled by Captain W. Scriven, R.N., and Councillor Walsh, on Wednesday, the 21st, in the Board School, Grays, during the interval of one of the most successful concerts that has ever taken place in this neighbourhood. Every seat was filled, and a most enjoyable evening was spent. Previous to performing the ceremony of unrolling the banner, our district secretary complimented the committee and members on the sound financial basis on which the Branch stood. He had seen the balance-sheet, and thought it could compare favourably with any other in England. Captain Scriven also spoke, and complimented the members on having one of the handsomest banners it had been his good fortune to see, and in the course of his excellent speech said that, having spent over 30 years of his life at sea, and knowing the treatment seamen get at the hands of some shipowners, he was glad to see that our Union was making such progress, knowing that its object and aim was to better the sailors' and firemen's condition of life. Therefore, he thought it an honour to be able to take part in the ceremony of unveiling their beautiful banner, and wished the Seamen's Union and its cause every success. The second part of the concert was then proceeded with, and gave great satisfaction. The entire arrangements were carried out by the committee of this Branch, Messrs. Longman, Brown, Johnston, Berry, Burns, Leighton, Simpson, Allen, Barrett, Mills, Billett, and Burkey.

DUNDEE BRANCH.

At the usual weekly meeting, Mr. D. Deuchars in the chair, the minutes were approved of. The quarterly report ending December (for which we have not room) was submitted and approved of. After discussion the secretary was instructed to ascertain what a banner would cost, as the members are of opinion that the Branch is far back when they cannot take part in any Trade Union Demonstration without a banner. A special meeting for men engaged in the seal and whale fishing trade was then proposed, as the time for signing in these vessels is drawing near, and it is necessary that the men should be unanimous in standing out for the revised scale of wages which was drawn up some time ago. It was ultimately decided that a meeting be held on Tuesday night, Jan. 27, 1891 for that purpose. A hearty vote of thanks was then awarded the committee of the festival and ball for the able way in which they carried out all the arrangements necessary for such an affair. The meeting then terminated.

WATERFORD BRANCH.

At the usual meeting held Jan. 22, at 7.30 p.m., the president in the chair, Bro. Ed. Curran in the vice-chair, the minutes and correspondence were passed, and a few complaints dealt with. Bro. Ed. Donnelly, organising secretary for Ireland, then addressed the meeting on the advantages to be derived by being members of a sound Trade Union. He particularly drew the attention of the members to the difference between our *bona-fide* Union and the so-called "Free Labour" Unions—the one controlled by its own members and the other controlled by the shipowning capitalists—giving several instances of their kind and loving nature towards their *employees* when they used to send them to sea in rotten ships, and if they demurred send them to gaol for six weeks. He also mentioned the way they used to pamper us in giving us condemned army and navy stores to eat, and now they wished to extend their generosity further by providing us with a "Free Labour" Union, so as to fleece us again by attempting to disorganise us, but such schemes are a little too thin. They must tell that to blacklegs and scallawags, but it was rather too tough to go down with the members of the N.A.S. & F.U. After touching upon several other subjects, a vote of thanks was passed to Bro. Ed. Donnelly for his able and instructive address. This was carried with applause. The meeting then adjourned.

ROTTERDAM BRANCH.

A meeting of this Branch was held on the night of Jan. 26. Report and correspondence was read and adopted. The crew of s.s. *Manzelah* was pill off here, and after coming out of the Sailors' Home they lustily and repeatedly cheered for our worthy Mr. Wilson, for their captain who had treated them so well, and they also gave three times three for this Branch. After that they marched triumphantly in a body up to our office, where the only two non-Union men were enrolled as members for the Green's Home Branch. Despite all that is against us our number is increasing, and, with all our heavy expenses, we are watching, and in most cases stopping, the supply of cheap labour which owners want to secure in this port, and others on the Continent. Two members were enrolled after the meeting was over, and the secretary remarked before parting that some ship officers had requested him to endeavour to open a Branch for officers.

At a concert a vocalist began to sing, "Should auld acquaintance be forgot," when the house was set in a roar by somebody who squeaked out in a piping voice, "Not if they've got any money."

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Prepaid Advertisements, not exceeding 35 words in length, and set in same type as news (not displayed), are charged at the rate of 1s. for one insertion, or 2s. for three insertions. Special terms for recommended Boarding Houses (see page 15).

A FEARFUL HOME COMING.—Robert Bell, marine engineer, residing at Upton-park, makes periodical voyages across the Atlantic. When he went home he was surprised to find the house in darkness. So he got a light and made his way to his wife's bedroom, and there he found her dead. His two children, one aged seven and the other four, were in the room, in a pitiable state. The doctor's opinion was that Mrs. Bell had been dead for from 24 to 36 hours, and that death was from natural causes. The two little children had been with their dead mother for at least 24 hours, and had consumed nearly all the food in the house. The milkman had left the milk at the door two days, and finding it still there when he called again he concluded that it was refused.

TO CORRESPONDENTS.

Correspondents must write on one side of the paper only anything meant for publication, and address, not to 36-40, Whitefriars-street, but to 150, Minories, London, E. All communications should be addressed to ARCHIBALD COWIE, SEAFARING Office, 150, Minories, London, E., to whom all remittances must be made payable. (Post Office Orders at Minories, London, E.) The Editor declines all responsibility for rejected manuscripts, although when stamps are enclosed he will endeavour to return such matter as he may be unable to use.

NOTICES.

"SEAFARING,"

Published every Saturday, price One Penny, will be sent to any part of the United Kingdom, post free, at the following rates of subscription:—
 Twelve Months 6s. 6d.
 Six Months 3s. 3d.
 Three Months 1s. 8d.
 SEAFARING will be sent at the same rate, post free, to any of the countries comprised in the Postal Union. All subscriptions must be paid in advance.

TUG BOAT BRANCH.

Tug Boat Men desirous of protecting their interests and improving their condition should at once join the above, while the entrance fee is low. They can be enrolled at any of the London Branch Offices of the Sailors' and Firemen's Union (mentioned on page 8 of SEAFARING), or at "Captain Man o' War," High Street, Poplar, any evening from 8 to 10 p.m. The weekly meeting of the Tug Boat Men is held at the "Captain Man o' War," High Street, Poplar, every Monday evening, and every Friday evening at "Old Amer-starm," Gravesend. Office hours 9 a.m. till 4 p.m., and 7 p.m. till 9 p.m.

SAFE ANCHORAGE.

WHERE TO BOARD. UNION BOARDING-HOUSES.

BARRY.—Mrs. G. Gawler, 19, High-street.
" Mrs. Mooney, 6, Holm-st., Cadoxton.
CARDIFF.—Seamen's Institute, West Bute-street.
GLASGOW.—James Bracken, 182, Broomielaw.
HULL.—N. A. S. & F. Union Home, 13, Robinson-row, Dagger-lane.
LEITH.—Mrs. Scott, 1, Ronaldson's Wharf.
LONDON.—N. A. S. & F. Boarding House, Mrs. Hicks, 13, Jeremiah-street, East India-road.
PLYMOUTH.—Mr. Stephens, 11, Bath-street.
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GROCEER & PROVISION MERCHANT
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 23, WIND STREET, SWANSEA.

NOTICE TO BRANCH SECRETARIES. STRIKE AT YOUGHAL. (PORT OF CORK.)

Secretaries are requested to note the names of the following vessels, the crews of which have struck for an increase of wages. The captains intend to form themselves into a crew in order to carry the vessels to English ports, where they will try to procure men:—Brigantines *Mary Hounsel*, *Nameless*, *Victor*, *Dei Gratia*, *Ocililus*, *Citizen*; schooners *Rob Roy*, *William S. Greene*, *Speedy*.

J. COLLINS,
 Secretary.

GREAT YARMOUTH BRANCH.

This Branch has been removed from 121, High-street, to Pier Plain, Gorleston, where all communications must in future be addressed. Meeting in future on Monday evening at 7, Friars-lane only.—C. ALBROUGH, Secretary.

Secretaries please note the address of James Taylor, No. 21, member Great Yarmouth Branch; his friends anxiously inquire.—C. ALBROUGH, Sec.

FOUND.—A Black Leather Case containing Discharges, Certificate, and two Cards, the property of Mr. James Randall, a member of the Union. The above is now lying at the Great Yarmouth Post Office.—C. ALBROUGH, Secretary.

N. A. S. & F. UNION HOME, 13, ROBINSON ROW, DAGGER LANE, HULL.

This Home is Conducted on Strict Union Principles.

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LONDON.

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 Four Doors from Green's Home Branch Office.

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